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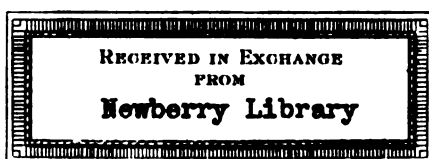
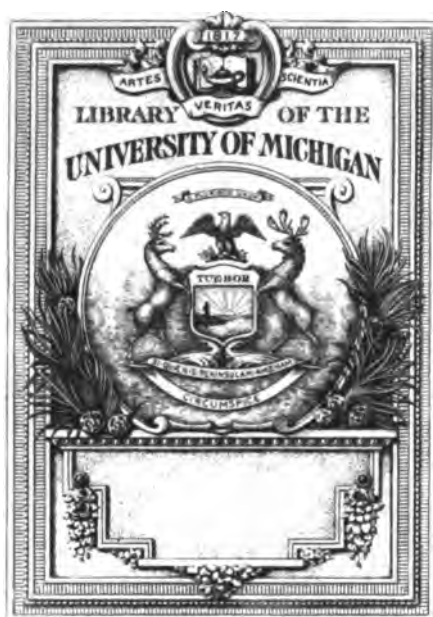
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THIRD ANNUAL REPORT

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OF THE

STATE BOARD OF ASSESSORS

OF THE

State of New Jersey,

FOR THE YEAR 1886.

CAMDEN, N. J. :

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General

REPORT.

OFFICE OF THE STATE BOARD OF ASSESSORS, }
TRENTON, N. J., January 5th, 1887. }

To the Legislature of New Jersey :

The State Board of Assessors, in compliance with the law which requires that "They shall annually report to the Legislature," respectfully present the advance sheets of their third annual report—to be followed with the full details of their completed work for 1886, as soon as the review provided for in the fifteenth section of the act of April 10th, 1884, and the necessary revision shall be completed. The inability of the Board to have their revised work completed in time for presentation at the meeting of the Legislature was fully explained in the report of last year, to which we beg to refer.

At the time when the last annual report was prepared it will be remembered that the constitutionality of the act of April 10th, 1884, (printed herewith, appendix, Exhibit A.,) entitled "An act for the taxation of railroad and canal property," by which this Board was created, and under the provisions of which it had assessed the taxes against this class of corporations, had been challenged by many of the railroad companies, and the question had been brought before the Supreme Court by writs of certiorari for adjudication. The arguments in the case had been made by the Attorney General and his associates on behalf of the State, and on the other side, by eminent counsel representing the contesting railroads. The case was closed, so far as the arguments of counsel were concerned, but the opinion of the Court was not delivered until the February term of 1886. It is generally known, that the decision of the Supreme Court was against the constitutionality of the law, in an elaborate opinion delivered by the Chief Justice, on the ground that it contravened the provision of the

constitutional requirement adopted in the amendments of 1875, that "property shall be assessed for taxes under general laws and by uniform rules, according to its true value." Section 7, paragraph 12.

It will be readily understood that under this decision the entire assessments made by the Board, under the act, would have been null and void, and chaos had come again so far as the taxation of railroad corporations was concerned. The significance of the decision as affecting the finance of the State can be well understood when it is remembered that the principal part of the revenue relied upon for the support of the State Government was expected from this source, and serious financial embarrassment to the Treasury was apprehended. Indeed, the situation was so grave, that a special session of the Legislature in June was provided for to meet any contingency that might arise to make it necessary to provide the means for carrying on the State Government.

The Attorney General, whose masterly argument in this case before the Supreme Court was alluded to in our last report, considered it his duty to the State to take an appeal from this decision to the Court of Errors and Appeals—the Court of last resort in New Jersey—which was accordingly done. Meanwhile, pending the decision on this appeal, the Board, under the instructions of the Attorney General, proceeded with their work for the current year, in conformity with the existing law.

After the fullest discussion in review of the decision of the Court below, including the additional contention that the act was in violation of the fourteenth amendment of the Federal constitution, in which the most eminent counsel of the State participated, this Court reversed the decision of the Supreme Court by an almost unanimous vote—Justice Depue alone dissenting—thus establishing the constitutionality of the law of 1884, and sending back the records to the Supreme Court for adjudication of the other questions raised by the contending companies, viz: those of valuation, and the methods and rules adopted by the Board for the ascertainment thereof.

The interest in the vital question of the constitutionality of the law of 1884 is so general throughout the State, and the importance of this decision is so grave, that the Board present herewith (Exhibit B) the opinion of the Supreme Court delivered by the

Chief Justice against the constitutionality of the law, and also the opinions delivered by the Chancellor and other members of the Court of Errors reversing the decision of the Court below, for the information of the Legislature and the people of the State, upon this interesting and far reaching question; and we may be permitted to remark that it is a subject for congratulation that a law of so much importance, prepared with so much care and deliberation to meet a long needed want, and which has added and will continue to add so largely to the revenue of the State, has been sustained by the highest judicial tribunal as within the constitutional bounds of the Legislative prerogative on the subject of taxation.

The Board took occasion, in its last annual report, to speak at some length in regard to the various methods for the taxation of this class of property existing in the several States of the Union, and endeavored to show that taxation on "true value," as provided in the act of April 10th 1884, was the underlying principle for taxation of railroad property in twenty-eight States of the Union, and that in most of them this peculiar kind of property was designated as a distinct class for purposes of taxation. And after speaking at some length of the essential features of our State law, and its manifest fairness, both as to the State and the railroad corporations, they ventured to say "that after a careful examination of the laws and methods adopted in other States, and comparing them with those of our own, we believe the law of April 10th, 1884, approaches more nearly the correct standard of railroad taxation than that of any other State." After another year's experience the Board is prepared to stand by this declaration, and to add that whatever criticism may be made as to the minor details of the law, or in regard to the rules and methods adopted by the Board in carrying out its provisions, they are prepared to repeat what they have before said, that the outcome of taxation under this law is, to say the least, approximately just, while adding largely to the revenues of the State.

Experience has shown that there are some needed amendments in the phraseology and minor details of the act of 1884, which would make it plainer in the one case and simpler in the other, to which the attention of the Legislature will doubtless be given.

When this is accomplished, with the law now sustained by the highest judicial tribunal, and approved by the people of the State generally, the vexing question of railroad taxation, so long a disturbing element, and which has too often entered into and dominated the politics of the State, may be considered settled and well settled—certainly for the present, and we trust for many years to come.

It may be well to observe, that in addition to the contention now happily settled as to the constitutionality of the law, there were four companies, viz: THE MORRIS CANAL AND BANKING COMPANY, THE MORRIS AND ESSEX RAILROAD COMPANY, THE PATERSON AND HUDSON RIVER RAILROAD COMPANY, AND THE PATERSON AND RAMAPO RAILROAD COMPANY, claiming to have irrevocable contracts with the State, protecting them from the operation of the act of 1884. The Court declared they would not at the time, when the general question of the constitutionality of the law was before them, consider these cases; but the arguments have since been made at the succeeding term of the Court and it is understood that the judgment in these cases will be rendered at its next term, early in January.

The points sent back by the Court of Errors and Appeals to the Supreme Court for adjudication were the contentions of the several companies as follows:

First.—That the State Board of Assessors erred in their method of valuing franchise—that the tax assessed thereon is excessive and unequal, and therefore illegal and void.

Second.—That the valuations of the corporal or tangible property, both real and personal, were also excessive, and likewise illegal and void.

Arguments on these points have been heard by the Court and a mass of testimony submitted, but up to the time when the assessments for 1886 were by the law required to be made and delivered to the Comptroller, (Dec. 1.) much to the regret of the Board there had been no deliverance of the Court on the subject. The Board were anxious, before concluding their work for the present year, to have the benefit of the Court's decision on the points in dispute, in order to make such modifications in their work as might be found necessary to conform with the construction of the law as pronounced by the Court. In the absence of

any such instructions, there was nothing left us but to proceed in accordance with the methods adopted the two preceding years, with such changes as our experience and constant contact with the subject suggested.

At the time of the presentation of our last annual report, it will be remembered that the subject of the revision, as provided for in the fifteenth section of the act, was occupying the attention of the Board. Complaints were made by very many of the railway corporations, covering in most cases only the grounds taken last year, and were doubtless made chiefly for the purpose of laying the foundation for writs of certiorari on the assessment of 1885. After taking such testimony as was offered to sustain the claims of the several complaining companies, chiefly touching the question of alleged over valuation, the Board proceeded to review and revise their assessment, with the following results :

ASSESSMENT OF LAST YEAR (1885)—RAILROADS AND CANALS.
BEFORE AND AFTER REVIEW.

	Total Valuation.	State Tax.	Tax for Taxing Districts.	Total Tax.
Before Review.....	\$192,964,385 88	\$964,821 60	\$377,486 04	\$1,342,307 64
After Review.....	189,696,651 95	948,482 95	367,781 69	1,316,264 64
Reductions.....	\$3,267,733 93	\$16,338 65	\$9,704 35	\$26,043 00

The questions at issue in the cases where writs of certiorari were granted last year, being still undecided, the same companies, with the exception of two (The Freehold and New York Railway Company, and the Monmouth Park Railroad Company) applied for similar writs for the present year, and in addition thereto nine other Companies. The following is a complete list of the corporations to whom writs were allowed, touching the assessments of 1885 :

Camden, Gloucester and Mt. Ephraim Railroad Company.
Central Railroad Company of New Jersey.
Chester Railroad Company.
Constable's Hook Railroad Company.
Delaware Railroad Company of New Jersey.
Delaware and Bound Brook Railroad Company.
Delaware, Lackawanna and Western Railroad Company.

Dover and Rockaway Railroad Company.
Easton and Amboy Railroad Company.
East Trenton Railroad Company.
Glassboro Railroad Company.
Hackensack Railroad Company.
High Bridge Railroad Company.
Lake Hopatcong Railroad Company.
Lehigh Valley Railroad Company.
Longwood Valley Railroad Company.
Manufacturers' Railroad Company.
Morris Canal Banking Company.
Morris and Essex Railroad Company.
Newark and Bloomfield Railroad Company.
New Jersey and New York Railroad Company.
New Jersey Southern Railway Company.
New York and Atlantic Highlands Railroad Company.
New York and Long Branch Railroad Company.
New York, West Shore and Buffalo Railway Company.
Ogden Mine Railroad Company.
Passaic and Delaware Railroad Company.
Paterson and Hudson River Railroad Company.
Paterson and Ramapo Railroad Company.
Philadelphia and Atlantic City Railroad Company.
Philadelphia and Reading Railroad Company.
South Branch Railroad Company.
Sussex Railroad Company.
Toms River Railroad Company.
Toms River and Waretown Railroad Company.
Tuckerton Railroad Company.
Vineland Railroad Company.
Warren Railroad Company.
West End Railroad Company.
West Shore and Ontario Terminal Company.
Williamstown and Delaware River Railroad Company.

RAILROADS OF THE UNITED STATES—GENERAL STATISTICS.

The duties of the State Board of Assessors, under the act by which they were created, are confined almost exclusively to the questions of valuation and taxation of the railroad and canal

property in New Jersey; but as the values of our New Jersey system of railroads have some connection with, and are to some extent dependent on, the condition of the entire system of roads in the country, we propose, following the line adopted in our previous reports, to give briefly some of the general statistics of the railway system of the United States, some of which will be found to contain items of general interest.

The total number of miles of railroads in the United States, at the close of 1885, is shown to be 128,967 miles, of which 3,131 miles were constructed during the year, as against 3,825 miles in 1884, 6,741 miles in 1883, and 11,568 miles in 1882. These figures show a marked falling off in the ratio of increase in the last two years.

The total share capital and indebtedness of all kinds of all the railroads in the United States, at the close of 1885, was \$7,842,533,179, an increase for the year of \$166,134,125, being about \$53,000 per mile for each of the 3,131 miles of new road constructed during the year. Despite the fact that the paying power in the way of dividends on railroad stock is greatly reduced, and they now are as a whole below the average return for capital invested in other industries, the extension of the system continues, with some reduction in volume it is true—the yearly average miles of new road for the past three years being 4,565 miles, against 9,447 miles yearly average in the three preceding years.

It is estimated by statisticians that the area of the United States will ultimately require 300,000 miles of railway to open up its entire territory and develop its immense resources. If the increase continues, even at the reduced ratio of the past three years, we shall have this number of miles in operation in the States during the lifetime of many of the active business men of to-day—say about A. D. 1925. And if the cost of the railroads yet to be built shall average the same as those now existing, we shall at that time have eighteen billions two hundred and forty-three million dollars (\$18,243,000,000,) invested in the railroads of the United States,—a sum so vast that it can scarcely be comprehended by the human mind and compared with which the sum of all the money in the world sinks into comparative insignificance.

TRAFFIC RETURNS FOR 1885.

The improvement in the volume of business predicted in our report of last year has in some measure been fulfilled for the year 1885, with which we are now dealing. And all the indications as shown in the monthly returns of the principal roads for the current year (1886) point to a very considerable increase in the volume of business for that year. The *Financial Chronicle* prints the gross earnings for ninety-three companies, covering 62,618 miles of railroad in the United States, or about one-half of the total mileage, at the close of the year 1886. The total gross earnings were \$344,352,956, or \$30,000,000 more than in 1885. The *Chronicle* estimates that the earnings of all the roads in this country were \$70,000,000 more last year than in 1885, and that the aggregate gross earnings will reach a total of \$835,000,000 for 1886.

A writer of unquestioned authority on this subject says, "The past year (1885) undoubtedly marks a point of lower depression in the earnings of our railroads, in ratio to their cost and mileage, than is likely to be witnessed for some years to come—the present year showing a considerable improvement upon the past." (Poor's Manual, p. VIII.)

The amount of traffic in 1885, both freight and passenger, as will be shown by the figures hereafter given, was greater than that of 1884, but the rivalry between competing lines has continued and perhaps increased so that while the volume of traffic has been greater the earnings per mile have been less.

The number of passengers transported in 1885 by all the lines in the United States was 351,427,088 against 334,570,776 for 1884—the increase for the year being about five per cent. The number of tons of freight transported was 437,040,099 tons, against 399,074,749 tons in 1884, being an increase of about ten per cent. So it will be seen at a glance that the volume of business, both as to freight and passengers, was greater than the previous year.

The gross receipts for all the lines in 1885 was \$772,568,833, against \$770,684,908 for 1884, equal to \$6,265 per mile operated in 1885, against \$6,663 per mile operated in 1884—showing a decrease in the gross earnings of 1885 of \$398 per mile, despite the fact above mentioned, that the volume of traffic was greater both as to freight and passengers; the explanation of this out-

come is found in the fact that there was a slight reduction in rates—the average charge for moving a ton of merchandise one mile in 1885 being 1.057 cents, against 1.124 cents in 1884. As a consequence the amount of net earnings available for dividends was less than the previous year, and the statistics show that the dividends for 1885, on the entire share capital of the railroads of the United States, were only 2.02 per cent, against 2.48 per cent for 1884.

It is hardly within the province of this Board to deal with this far reaching question, but they are impelled to say that while cheap transportation is conducive to the general prosperity of the country, and rates at all times should be kept as low as practicable, it is manifest that capital will be withdrawn from this class of investments when it ceases to pay the average income of that invested in other enterprises. The railroads of the country, wisely and economically managed, should give a fair average return for the capital invested therein. They are the greatest factors in the material prosperity of the country, and a prudent extension of the system is essential to meet the constantly increasing volume of business, and to promote the further development of our vast territory.

We took occasion in our last report to say: "The railroads are the arteries through which the ever-throbbing heart of labor sends the life-blood of trade and commerce to enrich the land ; which builds up our seaports, crowds our wharves and ladens our ships, adds to the grandeur of our inland cities, increases the value of our farms and promotes the welfare and prosperity of all ; and these arteries must neither be choked nor clogged by the selfishness and greed of these corporations, or ruptured by the insane rivalry and exterminating wars of competing lines. Their productiveness to the shareholder and their beneficence to the State and the people depend upon the integrity and wisdom of the management.

It is an old legal maxim, "That all corporations are supposed to be created for the public good," and if the railroad managers were wise enough to see that their highest prosperity depends upon just how far they fulfill this maxim and promote the public good, there would be no such antagonism between them and the people as we now see, and their own interests would at the same

time be conserved. A recent writer thus speaks of the ideal railroad manager: "Wielding an unlimited and arbitrary power within the domain of his own line of transportation, and able to control, in a greater or less degree, the profits realized by those engaged in all other industries, he must, in addition to the knowledge, skill and executive ability required to manage so large a business under ordinary circumstances, also be possessed of all the varied stores of information, the reserve resources of mature thought, which mark the learned political economist and the wise statesman, and which will enable him to determine what will promote the growth of all other industrial pursuits, because it is only by promoting their prosperity that he can secure that of the interests which he represents."

THE RAILROADS OF NEW JERSEY.

It is a source of congratulation that notwithstanding the fact, as we have already shown, that the past year has been an unfruitful one to the railroads of the country as a whole, those of New Jersey have been, to some extent at least, an exception. The traffic upon our roads shows a small falling off in the gross receipts, as compared with those of 1884, still the fact remains that notwithstanding the roads of our State cost more per mile than those of any other State in the Union, and more than double the average cost of all the roads in the country, the statistics continue to show a comparatively satisfactory return for the capital invested therein. The location of New Jersey in the Sisterhood of States is an important element in the value of its railroad property. Lying in the direct line of travel from the great city of New York and the populous Eastern States, to the Capitol of the country, and indeed to the entire line of States on the Atlantic border, south of New York—with the two great seaports of the Union lying at either end of our State, to which the vast products of the West must largely be carried over our roads, to be shipped thence, to supply the wants of the civilized world—the railroads of New Jersey must continue to reap the advantages of their position—increasing as the population and production of the Country increases. And it is the provision of the large and immensely valuable terminal facilities at tide-water, to accommodate this vast traffic, that swells the cost of the New Jersey Railroad system so much

beyond the cost in other States. Moreover, the railroads of New Jersey, especially those that connect the great cities of Philadelphia and New York and those that link the inexhaustible coal fields of Pennsylvania with tide-water, are among the best built and best equipped railways in the world, and there remains for them, if wisely managed, a future of prosperity to their stockholders and a resulting beneficence to the State and to the country at large.

STATISTICS—LENGTH OF LINE, ETC.

The total length of main line of railroads in New Jersey, at the close of 1885, was $1,932\frac{683}{1000}$ miles, an increase of $24\frac{448}{1000}$ miles for the current year. The full statement shows a total of $3,478\frac{92}{1000}$ miles of running track, divided as follows: $1,932\frac{683}{1000}$ miles main line, $517\frac{622}{1000}$ miles double track, and $1,027\frac{807}{1000}$ miles of sidings. Of this there are $2,011\frac{967}{1000}$ miles steel rail and $1,466\frac{105}{1000}$ of iron. The mileage of canals and feeders in the State is $176\frac{417}{1000}$.

Since January, 1886, articles of association have been filed in the office of the Secretary of State, providing for sundry extensions and connecting lines of railways, which if carried through will add perhaps forty miles to the railroad mileage of the State. The synopsis of these projected roads, with their locations defined, will be found in the appendix marked Exhibit D.

FINANCIAL STATEMENTS—INVESTMENTS IN THE RAILROADS OF NEW JERSEY AS REPRESENTED BY THE AMOUNT OF STOCK AND BONDS.

The total capital stock is reported at \$114,866,259, and the bonded debt at \$133,261,747, making the total cost of the $1,932\frac{683}{1000}$ miles of railroad in the State, \$248,128,006 as represented by its obligations in stock and bonded debt—equal to \$128,386 per mile of main line, including all double track, sidings, structures, equipment and all other corporal property. The actual cost of the roads, as reported by the several companies and tabulated in Poor's Manual for 1886, is \$226,190,476, being an average of actual cost of \$117,777 per mile.

VALUATION BY THE STATE BOARD OF ASSESSORS.

The "true value" of all the railroads and canals in the State

for the year 1885, including the franchise, as ascertained by the State Board of Assessors for purposes of taxation, was \$192,980,-343.²³/₁₀₀. As this sum is so many millions of dollars below the cost as represented by the stock and bonds, and also so much below the actual cost of the roads as reported by the several companies, it may very naturally be asked how is this difference to be accounted for? We answer :

First. Because in both the cases of apparent cost mentioned above, there is included a large amount of property owned and paid for by the several railroad corporations, and counted in the cost of road, which is not used for railroad purposes. This class of property is by law taxed by the local assessors in the several taxing districts in which it is located, in the same manner and at the same rate as the property of natural persons, and therefore does not enter into the valuation made by the State Board of Assessors.

Second. Because the cost of a thing is not in any sense an infallible measure of its value, and the law under which we act requires us to assess upon "true value." The cost of railroad construction—the value of many of the chief things of which a railroad is composed notably iron and steel rails,—vary materially in prices, and most of them are much lower now than at the period when the main body of the New Jersey roads were built, and therefore it will readily be seen that present "true value" would in many cases be less than actual cost. These two items will explain to the intelligent reader why the "true value" found by this Board, including the value of the franchise, is generally considerably less than the reported cost of the corporal property of the roads.

PASSENGER AND FREIGHT TRAFFIC.

The number of passengers transported over the roads of the State during the year 1885 was 24,735,205, which is a greater number than was carried by the roads of any other State, save four, Pennsylvania, New York, Massachusetts and Illinois. This is a significant fact when it is remembered that we have less than 2,000 miles of road, upon which more passengers are carried annually than on the 8,946 miles of road in the State of Ohio.

The tonnage of freight for the year was 16,018,640 tons, against 15,063,445 in 1884—both passenger and freight traffic showing an increase over those of 1884.

RECEIPTS.

The gross earnings from these sources, freight and passenger, from all the roads of the State for 1885, were \$30,143,859, as against \$30,919,622 for 1884, showing a falling off of \$775,763, equal to about $2\frac{1}{2}$ per cent., despite the fact above recited that the volume of traffic, both passenger and freight, was greater in 1885, which is accounted for by a small reduction in the rates for transportation. Allowing 65 per cent. for operating expenses, which is liberal, would leave as net earnings \$10,550,351; add to this the revenue received from miscellaneous sources—interest on bonds, dividends on stock, &c., held by the several corporations, estimated at \$3,500,000, and we have as a total \$14,050,351 net revenue applicable to payment of interest and dividends—a sum that would pay seven per cent. on the entire valuation of all the roads, including the franchise, as ascertained by the Board, with a half a million dollars to spare.

It has been shown that the average dividends of all the roads in the United States for 1885 was only 2.02 per cent.; we have not the figures at our command to verify the conclusion, but we believe that the actual dividends earned and paid by the New Jersey roads in 1885 will be more than double this general average—probably reaching five per cent. on the entire share capital.

These estimates and figures are given to establish our repeated declarations of the importance and great value of the railroads of New Jersey and as tending to show that the valuation made of them by this board is certainly not excessive.

THE WORK OF THE BOARD—VALUATIONS AND ASSESSMENTS FOR 1886.

As before stated in this report, pending the decision on the legal points at issue by the courts, the Board proceeded with their work for the current year, adopting substantially the same rules and methods for the ascertainment of true value as in the two previous years. Each of the ninety-six companies were fur-

nished with a complete set of our interrogatories, and also with blanks on which to make the required returns, in order to insure system and uniformity. Returns were received from each of the companies, many of them as usual accompanied by protests similar to those of last year—copies of which were given in our last report and need not now be repeated. The Board take pleasure in saying that these returns as a whole have been made with commendable promptness and fullness, not without some errors to be corrected, and some valuations that were too low in the judgment of the Board, but generally carrying the impress of fairness.

With these returns before us carefully compared with those of 1885, after so much of personal observation in regard to the changes and betterments of each road made during the year as we were able to make, and having ascertained as nearly as practicable the value on the first day of January, 1886, of the principal factors which go to make up a railroad structure, we proceeded to make up our estimate of true value, and calculate the tax thereon as prescribed by law, with the following results as compared with the valuations and assessments of last year.

COMPARISON OF ASSESSMENTS OF 1885 AND 1886.

	Total Valuation.	State Tax.	Tax for Taxing Districts.	Total Tax.
1886.....	\$192,980,343 28	\$964,901 75	\$372,364 18	\$1,337,265 93
1885.....	189,696,651 95	948,482 95	367,781 69	1,316,264 64
Increase..	3,283,691 33	16,418 80	4,582 49	21,001 29

From the above table it will be seen at a glance that the valuations have been increased this year by the sum of \$3,283,691.³³₁₀₀, and the amount of tax assessed to be \$21,001.²⁹₁₀₀ greater than that of 1885. Of this sum the State gets \$16,418.⁸⁰₁₀₀ and the taxing districts \$4,582.⁴⁹₁₀₀.

In the completed report, which is to follow after the revision is finished, will be found the schedule of valuations of each railroad and canal in detail, of all the property in each taxing district subject to taxation under the law of 1884.

REVIEWING THE ASSESSMENTS.

In compliance with the provisions of the 15th section of the

act, the Board convened at their office in Trenton, on the 20th day of December, being the third Monday in the month, for the purpose of reviewing the assessments, and receiving the written complaint of any company or person considering itself or himself aggrieved, specifying the grievance. The same corporations that appeared to complain of their grievance last year reappeared, and the objections substantially of the previous year were renewed, most of which are now the subject of judicial investigation. It is presumed that the decision of the Court will lay down principles that will govern the cases this year, as well as those of 1884, and thus relieve the State from a repetition of the tedious and costly litigation and great delay in the payment of the taxes, to which it has been subjected in the past. Some testimony touching the complaints of over valuation is now being taken, and when completed the Board will proceed to review the assessments, and if they shall find occasion, correct the same as shall appear just.

MISCELLANEOUS CORPORATIONS.

In both the previous reports of this Board the attention of the Legislature has been called to the fact that the Board, in compliance with the clear requirements of the law, are compelled to return year after year taxes against certain corporations that are clearly not collectible. Some of them are against companies that never had a legitimate organization or existence, some of them against companies that are utterly insolvent, and others that are doing business outside of the State, with no property or assets within the State, reachable by process of law. But the records of the State show that many such having a corporate existence are liable to taxation, and the Board cannot escape the duty of assessing the taxes against them. This is misleading as to the amount of tax to be expected from this source, is cumbrous to the books of the Comptroller, vexatious to the Attorney-General, and expensive to the State in the legal steps taken in the endeavor to collect the tax.

The remedy provided in the seventh section of the act of April 18th, 1884, does not reach these cases, and it is respectfully suggested that the Court of Chancery be empowered by the Legislature to declare the corporations dissolved of all such companies

as are in default in the payment of the taxes assessed against them for two consecutive years—thus relieving the Board and the other State officers from the embarrassments arising from their useless continuance on the list. Moreover, certain companies having ability to pay the tax assessed against them have appealed to the Courts, upon the ground that under a proper construction of the provisions of the act, they are exempt from taxation under it. Some of these cases have been decided adversely to the State, and it is possible the Attorney-General may suggest some amendments to the act necessitated by these decisions.

Assessments have been made for 1886 against nine hundred and seventeen corporations, the aggregate tax upon the whole amounting to \$244,035.⁸¹/₁₀₀, showing an increase for the year of one hundred and twenty taxable companies, and an increase of \$8,620.¹⁰/₁₀₀ in the tax assessed against them. Schedule A, in the appendix, is a classified record of this class of corporations alphabetically arranged, with the tax assessed against each.

We reiterate the opinion expressed in our report for 1885, that “with a revival of the industries of the country, it is fair to presume that the revenue from this source will be increased. The general corporation law of the State is simple and liberal, and therefore attractive to those desiring to form corporate bodies.”

EXPENSES OF THE BOARD.

Expenses of the Board for the fiscal year ending October 31, 1886:

Salaries of the three continuing members of the Board.....	\$7,500 00
Salary of Hon. Allan L. McDermott, the retiring member, five months.....	1,041 65
Secretary and Assistants.....	3,210 00
Printing, stationery, postage and incidentals.....	933 35
Engineering experts.....	1,364 75
Local Assessors.....	117 00
Total amount charged to the Board.....	<hr/> \$14,166 75

Of the above charges, the sums of \$1,165 for engineering, and \$117 for local assessors, making \$1,282, were for services render-

ed in previous years, and cannot therefore be considered as part of the expenses of the Board for the past fiscal year. Deducting this amount (\$1,282) would show the expenses to have been \$12,884.75.

ACT OF JUNE 10, 1886.

The labors of the Board, for the current year, have been largely increased by the additional duties devolved upon it by the act passed at the special session in June, 1886, chapter 275, entitled "A supplement to an act entitled an act for the taxation of railroad and canal property, approved April 10, 1884, the text of which act is as follows :

A Supplement to an act entitled "An act for the taxation of railroad and canal property," approved April 10th, 1884.

WHEREAS, By the provisions of their several charters, or of the act entitled "An act respecting railroads and canals" [Revision], approved March twenty-seventh, one thousand eight hundred and seventy-four, many railroad and canal corporations were and are required to pay an annual tax of one-half per centum per annum upon the cost of their several railroads and canals, and also in many cases upon the cost of the equipment and appendages of their several roads and canals, which cost was required to be reported under oath by an officer or officers of said several railroads and canals; and *whereas*, there is good reason to believe that the cost of the said railroads, canals, equipment and appendages have not been fully or correctly stated in the said reports, and that thereby the payment of large amounts of the annual taxes due and payable by such corporations has been evaded; therefore,

1. BE IT ENACTED *by the Senate and General Assembly of the State of New Jersey*, That the state board of assessors be and they are hereby authorized and directed to examine and ascertain the correctness or incorrectness of any or all of the reports heretofore made by any or all of the railroad or canal corporations created by this state, or by the vendee, lessee or lessees of any such corporation, and which reports have been made to any officer or officers of this state pursuant to any provision contained in any law passed or any charter granted by the legislature of this state;

and that for the purpose of making such examination and ascertainment effectual the said board may employ such accountants, engineers and experts as they may deem necessary, and such accountants, engineers and experts shall receive such compensation as may be approved by the governor and comptroller of the state.

2. *And be it enacted*, That the said board and the accountants employed as aforesaid be and they are hereby authorized and empowered to have free access during ordinary business hours to, and to examine all books, reports, requisitions, engineers' estimates and other papers of any railroad or canal corporation created by the laws of this state, or by any charter granted by the state, and required by law or its charter to make such reports as aforesaid, or of any vendee, lessee or lessees of such corporation, which contain entries or other information respecting the cost of the construction or maintenance of the railroad or canal, equipment and appendages operated by such corporation, and to make such copies and extracts therefrom as the said board shall deem necessary to determine the correctness of said reports; and each and every such corporation is hereby required to permit such access and examination as aforesaid, upon the written demand of the president of said board for the same, served upon the president, or, in his absence, upon the secretary of such corporation, vendee, lessee or lessees, and in case any such corporation, vendee, lessee or lessees shall neglect or refuse to permit such access and examination for the space of ten days after service of such demand as aforesaid, at the request of said board, the attorney general shall apply to the court of chancery by petition, setting forth such demand and neglect or refusal, and upon proof thereof made before the chancellor, on five days' notice to such corporation, to be served as the chancellor may direct, the said chancellor may in his discretion issue the state's writ of injunction to restrain such corporation, vendee, lessee or lessees, from the exercise of any franchise or the transaction of any business in this state, until such corporation, vendee, lessee or lessees shall have complied with such demand and shall have paid the costs of such application, in which shall be included a suitable allowance to the attorney general for his services in such proceeding, to be fixed by the chancellor.

3. *And be it enacted*, That if, upon such examination and ascer-

tainment as aforesaid, said board shall have reason to believe that in any of the said reports the cost of any railroad or canal, or of the equipment and appendages thereof, have been incorrectly stated at a less sum than the true cost thereof, they shall so report to the attorney general and he shall present a petition, in the name of the state of New Jersey, to a justice of the supreme court, setting forth the errors in any report or reports made by any railroad or canal corporation, and praying that the said justice may reform and correct the same; and all errors in all the reports made by any corporation may be embraced in one petition and proceeding; and it shall be the duty of the said justice to hear and decide the said application, upon depositions, or upon evidence taken by himself, and he may compel the attendance of witnesses, and the production of all books, deeds, reports, contracts, engineers' estimates, and other papers of the railroad or canal corporation making the report or reports in question defendant in the proceeding which contain entries or information respecting the cost of construction or maintenance of the railroad or canal, equipment, and appendages in question in the proceeding, before a supreme court commissioner, or himself, and punish such witnesses or the officers of such corporations as for a contempt upon their failure to appear or answer, or to produce the said books and papers; and the said justice shall, upon such proofs, reform the said report or reports, if the cost stated therein be less than the true cost of the said railroad or canal, or of the equipment and appendages thereof, and shall ascertain and determine the amount of tax due and payable from the defendant corporation by reason of such errors in said report or reports, together with interest thereon at the rate of six per centum per annum from the time of making such erroneous report, and shall also ascertain and allow the reasonable expenses incurred by the state in the proceeding, and a reasonable compensation to the attorney general or his assistants acting therein, for his or their services therein, which shall be paid by the defendant corporation, and shall certify his reformation, ascertainment and determination aforesaid under his hand to the state comptroller, who shall file the same in his office; and the said justice shall control and regulate the proceedings upon each petition so that he can decide the same within ninety days after the presentation thereof, unless he

shall extend the time by certificate under his hand, stating the time for such extension and the reasons therefor, and upon the completion of the proceedings, the petition, proceedings and proofs shall be filed in the office of the state comptroller ; *provided*, that in ascertaining whether any company is indebted to the state for taxes under the investigation herein provided for, the company shall be allowed for over payments of taxes in any one or more years (if any such there be) in determining the amount due the state.

4. *And be it enacted*, That whenever any corporation, defendant in such proceeding as aforesaid, shall fail to pay the amount of tax and interest, expenses and allowance certified as aforesaid by the said justice to the said comptroller, for ten days after the filing of such certificate in the comptroller's office, it shall be the duty of the attorney general forthwith to apply to a justice of the supreme court for an order that the said tax and interest, expenses and allowance so certified by the aforesaid justice, and also a further reasonable sum to be certified by said justice for the expense of said proceeding before him, and for the services of the attorney general therein, shall be made a record of the supreme court and judgment entered for the amount in the name of the State of New Jersey as plaintiff and against such corporation as defendant, which order shall be made forthwith upon a certified copy from the comptroller of the reformation, ascertainment and determination aforesaid on file in his office and the certificate of the state treasurer that the sum or sums awarded in said certificate have not been paid ; and the attorney general may then apply for an order of the said justice that an execution forthwith issue on said judgment, to be directed to a master in chancery to be named in said order ; and such an order may be applied for ex parte, and in all cases the proceedings shall be summary under such execution ; the master to whom the same shall be directed shall sell all the franchises of the said corporation, and also so much of the real, personal and mixed property of the corporation as may be sufficient to make the amount due on said judgment and the usual execution fees ; such sale shall pass the absolute title to said franchises and property sold thereunder, free and clear of all liens and encumbrances whatever, except of other taxes levied thereon ; such notice, ad-

vertisement and publication of such sale shall be given not less than four weeks, as shall be directed in the order for execution, and no other notice, advertisement or publication shall be necessary.

5. *And be it enacted*, That the attorney general shall act as counsel to said board, and, with the approval of the governor and comptroller, the attorney general shall employ such assistant attorneys or counsel as may be necessary to assert and protect the rights of the state in the examination and proceedings authorized by this act, and such assistants shall be paid by the state such compensation as may be approved by the state board of assessors, nor shall the total amount expended under this act exceed the sum of seven thousand dollars.

6. *And be it enacted*, That this act shall take effect immediately.
Approved June 10, 1886.

The scope of the investigation, directed by this law, is very broad, covering in some cases a period of twenty years, and in the single case now under consideration has involved an amount of labor that can be understood only by those who have been brought in constant contact therewith.

The special message of the Governor, which perhaps led to the passage of this act, made special reference to the case of the Morris and Essex Railroad Company, with an array of figures and statements which apparently indicated that this company had not, for many years, correctly reported the *cost of the road*, on which, by the provisions of the law of March 23, 1865, they were subject to "the tax of one-half of one per centum on the cost of their road," whereby the State was the loser by many thousands of dollars.

The Board therefore determined to enter first upon an examination of the facts connected with this company, upon which, with the valuable assistance of the Attorney-General and his associates, they have been engaged ever since. Their proceedings in this investigation, with the voluminous testimony that has been taken in the case, and the apparent result of the examination of the books of the company by the Board's expert accountant, covering a period of nearly twenty years, will be furnished the Legislature, in a special report by the Board as soon as the in-

vestigation, still in progress, but now drawing to a close, shall have been concluded.

In addition to the increased work necessitated by the supplement above mentioned, as is generally known we are one member short of a full Board, consequently increasing the duties and labors of the remaining three. The Hon. Allan L. McDermott, one of the original members of the Board, was, during the last session of the Legislature, appointed and confirmed as clerk in the Court of Chancery, and on the first day of April resigned as a member of this Board to enter upon the duties of his new position. Much of the success of the early work of the Board is due to the intelligent and faithful service of Mr. McDermott, largely supplemented by his legal knowledge which was invaluable. The Board parted with him most regretfully, and we are free to say that in our judgment it will be difficult to find one who will in all respects fill his place. The vacancy occasioned by his resignation was filled by the appointment and confirmation of the Hon. Chas. H. O'Neill, of Hudson county, formerly Mayor of Jersey City, whose brief connection with the Board was in the highest degree pleasant and satisfactory, and whose intelligence and well-known integrity would have made him a valuable member of the Board. But Mr. O'Neill soon found that the duties of the office were so exacting as to interfere materially with his large private business, so after remaining with us only a few weeks, on the 25th day of June he tendered his resignation to the Governor, dissolving his connection with the Board in a very complimentary letter. So, with the increased labor devolved upon the Board, we have been short-handed for almost an entire year.

DECISION OF THE SUPREME COURT ON THE QUESTIONS OF VALUATION, &c.

Since the completion and the delivery to the Comptroller of the assessments made by the Board for the current year, and after the preceding portion of this report had been prepared, the decision of the Supreme Court has been delivered by the Chief Justice (December 20, 1886) on the several points sent back to this Court from the Court of Errors for adjudication. As has already been stated in this report, the essential points of contention

made by these several litigating roads, aside from the constitutionality of the law, were :

First. That the valuation of the corporal or tangible property was excessive, and should be reduced.

Second. That the valuation of the franchise was altogether too high, and the methods adopted by the State Board for ascertaining this value were illegal, and their results unjust and oppressive.

The Board is highly gratified in being able to state that on both these points the decision of the Court sustains the work of the Board, and sanctions the methods adopted by them for ascertaining the value of both the tangible property and the franchise, except in the unimportant case of the franchise of a few unproductive roads, the total assessments against which will not reach \$1,100. The full text of the opinion of the Court will be found in the appendix, marked Exhibit C. It will attract the attention of all thoughtful minds, and will repay a careful study of the principles laid down therein. It is especially gratifying that this decision disposes of the vexing question of the tax upon franchise, to which so much exception has been taken. In the first report which this Board had the honor to submit to the legislature, it dealt with this question at some length, in defense of the action it had taken in regard to the value and taxibility of the franchise—and in our report of last year we alluded to the subject again in the following words :

“It may be well to state at this point that the railroad corporations consider the provision for the taxation of franchise as the unpardonable error of the law of 1884, and the severest criticisms on the work of the Board relate to the methods and rules adopted by them for the ascertainment of the value of franchise. There seems to be a degree of sensitiveness on the part of the corporations in regard to the “franchise tax” which it is difficult for the Board to understand. It is bravely contended by some that there is no taxable value whatever in franchise; by others that if there be any taxable value it must be small where a general railroad law exists, the privileges of which are free and open to all; and the rules and methods adopted by the Board for estimating the true value thereof have been denounced by the corporations and their counsel by the use of a large part of the condemnatory adjectives of the language.

As to the first objection, the Board has simply to say that the Legislature, in the act of April 10th, 1884, specifically singles out franchise as an element of value, and requires that value to be separately ascertained by the Board. It is a command we cannot escape even if we would. And is it not a clear inference that the Legislature considered this an important element of value in railway corporations by thus singling it out and directing its separate valuation?

On the second point, in their report of last year the Board dealt at some length with this vexing question of franchise taxation, and endeavored to show, by various judicial decisions and quotations from eminent authorities, that the taxable quality of franchise was a definitely-settled thing, and quoting Mr. Justice Miller, who says (*State Railroad Cases*, 2 Otto 603): "That the franchise, capital stock, business and profits of all corporations are liable to taxation in the place where they do business, and by the State which creates them, admits of no dispute at this day." In regard to the rules and methods adopted by the Board for the ascertainment of the value of this intangible property, they were adopted after a long and earnest inquiry into the subject, and, however faulty and objectionable they may seem to the corporations, they were the result of the best judgment of the Board. These rules were given upon the requirement of the Supreme Court, in the certiorari cases. They have been challenged as unconstitutional, unequal, and unfair, and therefore illegal and void, and this is now one of the grave points at issue in the judicial investigation before the Supreme Court heretofore alluded to."

Under the recent decision of the Court this question is now at rest. After discussing the methods adopted by the Board for the valuation of the tangible property, real and personal, of the railroads, and giving to these methods substantially the approbation of the Court, the learned Chief Justice continues, in language not be misunderstood, as follows:

"But it is further said that, admitting the constitutionality of the system just mentioned, the methods of valuation applied to the franchises of these companies are illegal and their results unjust and oppressive.

The State Board has in its return specifically stated the mode it pursued in valuing this species of property. * * * * *

At the outset of our inquiry into this article of objection, it is well to say that we do not feel that the duty is incumbent on us to express any opinion with respect to the formula by which the Board arrived at the sum which it declared to be the true value of these franchises. Our only concern is to know whether the properties, including the franchises, have been put at their true value. That there is a saleable value in railroads that carry on a profitable business that is far beyond the naked value of the real and tangible property used for railroad purposes, we think is manifest, and it does no harm to anyone to call such additional value, or some part of it, by the name of franchise. It seems to us unquestionable that the marketable value of a successful railroad is generally greatly in excess of the value of its road-bed, equipments and other tangible possessions. The location of the road, the places or territories it connects, its capabilities for future expansion, are all elements going to make up its productiveness as a vendible thing in the market. It would be unreasonable to affirm that a road connecting two hamlets would, under usual conditions, bring as much, if sold, as a road connecting two large cities, the cost or abstract value of the two being equal. This additional value of the road imparted to it by reason of its location, etc., will be called, for the sake of brevity, its adventitious value.

We understand, then, that what the Board has done is this, viz., that it first ascertained the value of the road-bed, structures and tangible property, treating them as adapted to railroad uses, but without reference to the location of the particular road or its capabilities; and in those cases in which it was found that the market value of the stock of the company indicated an excess of value beyond this appraised value of its property, after the deduction of its debts, the Board proceeded to find this factor which obviously embraced the value of the road as an entirety and which has not been enhanced in the estimations already made. This unvalued factor was ascertained by adding to the market value of the stock the debts of the company, and deducting from the sum so found the value of the corporate property as appraised by the Board. It is plain that the subtrahend obtain-

ed by this process represents what has been above styled the adventitious value of the entire road, its chartered privileges included. It was 60 per cent. of the sum thus found that the Board, calling it the value of the franchise, added to the sum of the valuations made by it, in manner already mentioned, of the real and tangible property of the company; and it was thus, by the addition of the abstract value and the adventitious value of the road, that its entire value was found. It is quite impossible for the Court to say that the result thus reached is in anywise erroneous or excessive. It is certainly not excessive if the market value of the stock of the company infallibly proved the value of its possession after the deduction of its debts, for the Board has discounted largely from its estimate obtained on that basis. We can perceive nothing in the facts before us that would justify us in interfering with valuations of this class. We do not consider that we have the right to alter or annul any of the proceedings of this body of officers except for palpable error, for it is not to be overlooked that the statute in question expressly declares that these Assessors "shall be entitled to use their personal knowledge and judgment as to the value of property,"—a capacity with which this Court is not indued by the Legislature."

Can any words be clearer or more logical than those in which the Chief Justice disposes of the persistent objections that have been made to the taxability of the "*franchise*" or in his admirably chosen word the "adventitious" value of a railroad arising from its grant, location and special privileges? And the Board find abundant cause for congratulation, that the learned Justice finds no reason to condemn the method adopted by them for the ascertainment of such value in all productive roads.

The significance of the favorable decision in these railroad cases to the finances of the State is apparent, and its importance can scarcely be overestimated. Directly relating to this point the State Comptroller, in his admirable and exhaustive financial report for 1885, when dealing with the question of revenue for the coming year, says :

"Should the foregoing estimates of receipts and expenditures prove correct, it is apparent that the revenue of the State for the year will exceed the necessary expenses in the sum of two hun-

dred and sixty thousand seven hundred and twenty-six dollars and thirteen cents (\$260,726.13).

Application will be made to the Legislature for appropriations to complete the State Capitol buildings, to increase the accommodations and improve the sanitary arrangements of the State Prison, and doubtless for other proper and worthy objects, and the ability of the State to grant these applications, and to meet the necessary expenses of the year, will depend largely upon the disposal made by the Supreme Court of the questions affecting the taxation of railroads. Should their decision be adverse to the State, it will be necessary for the Legislature to give immediate consideration to the business of providing a public revenue; should their decision be favorable to the State, your labors will be lightened, and the Treasury will, during the coming year, enjoy a season of reasonable prosperity."

CONCLUSION.

With the few amendments to the law of 1884, necessary to make it conform to the rulings of the Court on some minor points, which will not materially diminish the revenue to be derived from this class of property, the people of the State may be congratulated that so long as the proverbial prudence and economy in the management of the State's expenditures are continued, the Treasury will continue to enjoy a long "season of reasonable prosperity," without the necessity of resorting again to the imposition of a general State tax to meet the ordinary expenditures of the State Government. And we sincerely hope that the railroad corporations, in the light of the recent judicial decisions, will come to see what this Board has from the beginning endeavored to impress upon them, that the law of 1884 in all essential points is substantially just, and that under it as administered by the State Board of Assessors, they are paying no more than their fair share of the burdens of taxation, based upon the true value of their property and privileges. And it may just as well be understood, while this is all that reasonable people desire, they will be content with nothing less.

In closing this report the Board feel constrained to say that their labors have been largely increased, and the duties of the attorney-general much more so, by the persistent litigation of

the many contending companies—which has been expensive to the state and has unreasonably delayed the payment of the taxes—a considerable portion of the tax of 1884, now more than two years overdue being still unpaid. In the light of the experience of the past three years, the Board think the Legislature may be able to adopt some measures which shall be just and reasonable, that will relieve the State from the embarrassment arising from this costly and apparently interminable litigation.

We venture the suggestion that the prompt and cheerful payment of the taxes provided for in the law of 1884 would do something toward tempering the growing antagonism of the people toward the great corporations of the State, and perhaps defeat the purpose of such as are clamoring for the imposition of burdens, on this class of property, that would be oppressive and unjust.

Very Respectfully,

EDWARD BETTLE,

A. M. REYNOLDS,

ALEX. G. CATTELL,

State Board of Assessors.

APPENDIX.

EXHIBIT A.

ACTS OF THE LEGISLATURE OF NEW JERSEY PROVIDING FOR THE TAXATION OF RAILROAD AND CANAL COMPANIES, AND OTHER CORPORATIONS.

AN ACT for the taxation of railroad and canal property.

1. BE IT ENACTED, *by the Senate and General Assembly of the State of New Jersey*, That all the property of any railroad or canal company not used for railroad or canal purposes shall be assessed and taxed by the same assessors, and in the same manner, and at the same rate, as the taxable property of other owners in the same municipal division or taxing district; all other property of any railroad or canal company shall be assessed and taxed as hereinafter directed; the tax imposed by this act shall be in lieu of all other taxation upon the property subject to taxation under the provisions of this act; in all cases where the real estate, tangible personal property and franchise of any company are assessed and taxed under this act, the shares of stock and the bonds and certificates of indebtedness of such company shall not be taxed in the hands of the shareholders, bondholders or creditors, except as hereinafter provided.

2. *And be it enacted*, That all property of any railroad and of any canal company used for railroad or canal purposes shall be assessed by a state board of assessors, which shall consist of four members and shall be appointed by the governor, by and with the advice and consent of the senate; not more than two shall be members of the same political party; and no person shall be qualified or authorized to act as a member of said board unless his appointment shall have been confirmed by the senate; their term of office shall commence on the first Monday of May; the assessors first appointed shall be appointed to hold office respectively for one, two, three and four years, and

until the appointment of a successor; all subsequent appointments shall be for a term of four years and until the appointment of a successor; vacancies shall be filled by the governor, subject to the approval of the senate; the said assessors shall be citizens of this state, and shall not, during their term of office, be interested in any railroad or canal company; each assessor shall, before entering on his duties, file with the secretary of state an oath taken before a justice of the supreme court that he will faithfully discharge the duties of his office, and that he is not interested in any railroad or canal company; they shall each receive an annual salary of twenty-five hundred dollars; three members shall constitute a quorum, and any official act shall be valid which has the sanction of three members; they may employ a secretary, who shall receive such yearly compensation as the board of assessors may determine, not to exceed one thousand dollars; [amended to read "eighteen hundred dollars" by supplement of February 5, 1885]; they shall keep a record of their proceedings, and shall annually report to the legislature; the office of railroad commissioner is hereby abolished.

3. *And be it enacted*, That it shall be the duty of the board of assessors to meet at Trenton on the first Tuesday of May in the present and each succeeding year, and as often during each year and at such places as their duties may require; they shall proceed to ascertain the true value of all property used for railroad or canal purposes of each railroad and of each canal company in this state, including its franchises, and they shall, in such ascertainment, ascertain separately:

I. The length and value of the main stem of each railroad, and of the water-way of each canal and the length of such main stem and water-way in each taxing district;

II. The value of the other real estate used for railroad or canal purposes in each taxing district in this state, including the road-bed, (other than main stem), water-ways, reservoirs, tracks, buildings, water-tanks, water-works, riparian rights, docks, wharves and piers, and all other real estate, except lands not used for railroad or canal purposes;

III. The value of all the tangible personal property of each railroad and of each canal company;

IV. The value of the franchise.

The term "main stem" of each railroad and of each canal company, as used in this act, shall be held to include the road-bed not exceeding one hundred feet in width, with its rails and sleepers, depot buildings used for passengers connected therewith; the term "water-way" shall be held to include the towing-path and berme-bank; the term "taxing-district" shall be held to designate any municipality, city, township, borough, incorporated town or village having power to assess and levy taxes, through which any road or canal may run; the term "tangible personal property" shall be held to include the rolling-stock, cars, locomotives, ferry-boats, all machinery, tools and other tangible personal property of any railroad company, and the floating, movable and other tangible personal property of any canal company, and also the locomotives and cars not belonging to such railroad company but built for its use and actually used in this state, or run under its control in this state by a sleeping-car company, or other company; but the rolling-stock of other persons or corporations temporarily used on any such road, and the floating or movable property temporarily used on such canal, but not forming part of the equipment of such road or canal, shall not be included in said term.

4. *And be it enacted*, That if the assessed value of the real estate of persons other than railroad or canal corporations in any taxing district wherein such railroad or canal property may be found, as ascertained by the assessors of such taxing district, is relatively lower than that which has been laid upon the land of the several companies in said taxing district, the said board shall be required to accept said valuation of the assessors for such taxing district as a correct standard of value and to thereby correct or reduce the separate valuation provided for in the second subdivision of section three of this bill.

5. *And be it enacted*, That it shall be the duty of the assessors in all taxing districts where property of any railroad or canal company not used for railroad or canal purposes shall be assessed, ["if required so to do by the State Board of Assessors"; Supplement of February 5, 1885,] to certify and send to the state board of assessors, on or before the second Monday in June in each year, a statement giving the description of such property and showing the assessed valuation thereof; the local assessors shall also, at the same time, certify and send to the state board of as-

sessors a short description of all the real property in their respective taxing districts, used or owned for railroad or canal purposes, excepting the main stem or road-bed and track not exceeding one hundred feet in width of each railroad, and the water-way, towing-path and berme-bank, not exceeding one hundred feet in width of each canal; the said assessors shall also certify to the said board the local rate of taxation for county and municipal purposes, as soon as the same shall be determined, and such other information obtained in the course of the performance of the duties of their office, as the said board shall require of them, and for the services mentioned in this section the said local assessors shall receive three dollars per day for each day actually engaged in such service, to be paid on the warrant of the comptroller, on an affidavit of such service being filed in the office of said comptroller.

6. *And be it enacted*, That whenever in any taxing district there shall be several branch lines of railroad belonging to or controlled by one company, or operated under one management, the assessors shall designate one of said lines as the main stem, and the value of the others shall be included in the separate valuation provided for in the second subdivision of section three of this bill.

7. *And be it enacted*, That on the first Monday of July the board shall meet at the state house, in Trenton, and shall give a hearing to all companies interested, touching the valuation and assessment of their property; the board may adjourn from day to day, and may, if they see fit, require all arguments and communications to be presented in writing; when the first Monday of July shall fall on the fourth or fifth day of that month, the day of meeting shall be on the first Tuesday of July; all parties interested shall take notice of this hearing.

8. *And be it enacted*, That when any railroad or canal company has part of its main stem or water-way in this state and part thereof in another state or states, the said board shall estimate separately the entire value of the franchise, the main stem, the water-way and the tangible personal property of the company, in accordance with the provisions of this act, and divide it in the proportion that the length of the main stem or water-way in this state bears to the whole length of such main stem or water-way, and determine the value of the property in this state thus esti-

mated accordingly; and the said board shall also estimate the value of the real estate of said company in this state used for railroad or canal purposes, except the main stem, in the manner directed in subdivision two of section three of this act.

9. *And be it enacted*, That if the property of any railroad or canal company be leased or operated by any other corporation, foreign or domestic, the property of the lessor, or company whose property is operated, shall be subject to taxation in the manner hereinbefore directed, and if the lessee or operating company, being a foreign corporation, be the owner or possessor of any property in this state other than that which it derives from the lessor or company whose property is operated, it shall be assessed in respect of such property in like manner as any domestic railroad or canal company; any tangible personal property of such foreign company, if used or kept but a part of the time in this state, shall be assessed such proportionate part of its value as the time it is used or kept in this state during the year preceding the first day of January mentioned in section twenty-one hereof bears to the whole year.

10. *And be it enacted*, That in case any railroad or canal company shall claim a deduction on account of any mortgage or debt secured thereby, the said board are hereby required to allow the same in the cases in which and to the extent to which the assessor is authorized by law to allow a deduction in the case of any other owner of mortgaged lands, and thereupon the said mortgage, and the estate of the mortgagee in the land mortgaged, shall be subject to taxation in the same manner, as nearly as may be, and at the same rate or rates, as the estate of the mortgagor; the deduction shall be made *pro rata* from the valuation of each class of property covered by the mortgage, and the amount received from the taxation thereof shall be distributed as if the tax had been paid by the mortgagor without deduction.

11. *And be it enacted*, That if any railroad or canal company shall claim a deduction in any case in which such deduction could be claimed under the twentieth section of an act entitled "A further supplement to an act entitled 'An act concerning taxes,'" approved April fourteenth, eighteen hundred and forty-six, which supplement was approved April 11th, 1886, other than the deduction last hereinbefore mentioned, the said board are here-

by required to allow the same, and the said indebtedness so allowed shall be taxable as other debts owing to creditors residing in this state are taxable, and at the same rate ; but the assessment thereof shall be made by said board, and not by the local assessor, and the tax shall be paid to the comptroller of the state, to the credit of the fund derived from taxation under this act ; the deduction shall be made *pro rata* from the valuation of each class of property of the debtor assessed, and shall be distributed as if the tax had been paid by the debtor without deduction ; *provided*, that no deduction, either for mortgage or other indebtedness, shall be allowed, unless the same shall be applied for in the report and statement required to be made pursuant to section twenty-one of this act, and unless the nature of the indebtedness, and the name and residence of the creditor, and the different taxing districts in which the mortgaged land lies, shall be specified.

12. *And be it enacted*, That the state board of assessors shall, upon the completion of their valuation and assessment, proceed to compute the tax upon the entire assessed valuation of each railroad company, and of each canal company, as ascertained by them ; upon such valuation each company shall pay to the state, for state purposes, a tax at the rate of one-half of one per cent. annually upon each dollar of valuation, and the state board of assessors shall compute the same ; each company shall also pay, in addition to said tax of one-half of one per cent., a tax at the local rate as fixed and assessed for county and municipal purposes, upon other property in each taxing district, upon the valuation of its property in the several taxing districts, separately valued and assessed under the provisions of subdivision two of section three of this act, which tax shall also be computed by the state board of assessors ; but the last-mentioned rate shall in no case exceed one per cent. of the valuation of the property valued under the provisions of subdivision two of section three of this act ; the sum of the estimates or computations for each company shall constitute the tax to be paid by each company, and shall be a lien paramount to all other liens upon all the lands and tangible property and franchise of such company in this state ; such lien shall take effect on the first day of December ; and a copy of the valuation in detail of the property of each corporation, and

of the tax assessed against the same under the provisions of this act, shall be served upon the treasurer of such corporation or left at his office within ten days after said first day of December; but the failure to serve any such notice shall not be held to invalidate any tax assessed or affect any lien created under this act; said tax shall be a debt due from such company to the state on that date, for which an action at law or in equity may be maintained, and which shall be a preferred debt in case of insolvency; these remedies are in addition to the special proceedings provided for in this act; that if said board, upon complaint of any company, shall in any case ascertain that the addition of the state tax of one-half of one per cent. to the local rate as limited in this act would compel any company to pay more tax than the tax such company would pay if such company did not pay the state tax of one-half of one per cent. but did pay full local rates on all the property and franchises mentioned in section three, without any other exemption than such as would be allowed to an individual citizen on such property, that then and in such case the said board shall make such deduction as will make the tax equal to the amount that such company would pay upon all the property and franchises mentioned in section three if assessed at full local rates without any state tax of one-half of one per cent.; the board, for the purpose of ascertaining this amount, but for no other purpose, to be authorized to apportion the value of the franchise among the local taxing districts.

13. *And be it enacted*, That the said board shall certify and report to the comptroller of the state, on or before the first day of December in each year, a statement of the assessed valuation of the property of each company in the state, and of the separate valuation of property in each taxing district, as made by them, the amount of tax payable by such company with respect to its property separately valued in each taxing district, and the aggregate assessed valuation, and the total tax levied upon each company; such statement shall be made separately for each company, and as to said property separately valued shall be arranged by taxing districts in such manner as to be of easy reference, and shall be recorded in books in the office of the state comptroller, to be provided by him for that purpose, and shall be public records, subject to public inspection; and the

amount of tax payable by each company, as shown by the said statements, shall be due and payable into the state treasury on the first day of January following; it shall be the duty of the state treasurer to receive payment of the said taxes from said companies; if the taxes of any company, or any portion thereof, remain unpaid on the first day of February following the levying thereof, such company shall be considered in default, and such taxes, or such unpaid portion thereof, shall thenceforth bear interest at the rate of one per centum for each month until paid.

14. *And be it enacted*, That the money collected under this act for the one-half of one per centum tax shall be applied to the uses of the state, according to law; the amount received for tax upon property separately assessed in the different taxing districts is hereby appropriated and shall be allotted to the various taxing districts, giving to each district the amount that was derived from the property of each railroad or canal company therein; the comptroller shall transmit to the collector of each county a certificate showing the amounts allotted to the taxing districts therein, and shall draw his warrant upon the state treasury, in favor of the several county collectors, for the amount allotted to their several counties, and the county collector shall forthwith pay to the collector or other proper officer of each taxing district the amount allotted thereto, deducting, however, the amount due for county taxes from such taxing district; the amount thus paid to the county and taxing district shall be at the disposal of the proper authorities for public purposes; *provided, however*, that whenever the local city rate as fixed and assessed in any city exceeds one per centum per annum of the ratables of such city, that in such case the comptroller shall transmit to the collector of taxes of said city a certificate showing the amount allotted to such city, and shall draw his warrant upon the state treasurer in favor of the treasurer of such city for said amount; such warrant to be at the disposal of the board of such city having control of its finances, to be used for the municipal purposes of such city, such amount to be first applied to the payment of the city debt and interest falling due thereon; and in such case the amount to be transmitted to the county collector of the county in which such city is situated shall be reduced to that extent.

15. *And be it enacted*, That the said state board of assessors shall meet on the third Monday of December, at the state house, in Trenton, for the purpose of reviewing their assessment, and may adjourn from day to day till they shall have finished the hearing; upon the written complaint of any company or person considering itself or himself aggrieved, and specifying the grievance, or of the attorney-general or of any member of the board, on behalf of the state, that the property of any company is assessed too low, either in the whole or in any taxing district, or that property has been omitted, they shall review the said assessment, and correct the same as shall appear just; the attorney-general shall attend such meetings of said board in person or by deputy; no complaint that any company or person is assessed too low, or that any property has been omitted, shall be acted upon until the company or person so assessed shall be notified of such complaint by five days' notice, to be served on such company or person by leaving the same at the office of such company, or at the usual place of abode of such person if a resident of this state; the board shall have the power to examine witnesses and call for the production of books and papers, and they shall be entitled to use their personal knowledge and judgment as to the value of property; they shall certify to the comptroller of the state all corrections which they shall make in any assessment; the proceedings provided for by this section shall be completed, if possible, before the first day of January following the making of said assessment, and all complaints must be presented on or before the third Monday of December, or shall be deemed to have been waived.

16. *And be it enacted*, That if any company or person assessed, or if the attorney-general, on behalf of the state, shall desire to contest the validity or amount of any tax levied upon property under the provisions of this act, such contest shall be made by *certiorari*, which may be granted on notice to the attorney-general or to the company or person assessed, on a proper case made, on such terms as the justice or court granting the writ may impose; upon such writ relief may be had, as well in cases where it is claimed that the amount of tax is excessive or insufficient, as in cases where it is claimed that the principle upon which the assessment is made is erroneous; *provided*, that no writ of *certiorari*

shall be granted unless the applicant has applied to said board of assessors to review the assessment as provided for in section eighteen of this act, nor shall any writ of *certiorari* be granted after the expiration of three months from the final determination of said board ; if such writ shall be allowed, and if it shall be made to appear that any assessment is unlawful, excessive or insufficient, the court shall correct the same and reduce or increase it as may be just, or refer it back to the board of assessors, who shall correct or re-assess the same in accordance with the instructions of the court ; in any suit or proceedings except on such *certiorari*, the certificate and report of the state board of assessors shall be conclusive and shall have the force and effect of a judgment of a court of record having competent jurisdiction, and the proceedings whereon such certificate and report are founded shall not be inquired into ; no assessment or tax shall be set aside for misnomer of the owner of the property assessed ; but the name may be corrected at any time by the board of assessors or court.*

17. *And be it enacted*, That if any tax under the provisions of this act shall remain unpaid in whole or part at the expiration of two months from the date when the same shall become a lien, it shall be the duty of the attorney-general to apply forthwith to a justice of the supreme court for an order that said tax and interest due thereon, and a reasonable sum to be certified by said justice to be paid for the expense of said proceeding, shall be made a record of the supreme court, and judgment shall be entered therefor in the name of the state of New Jersey as plaintiff against said company, mortgagee or mortgagees, or other creditor, as defendant, which order shall be made upon production of a certified copy from the comptroller of the certificate and report of the state board of assessors on file in his office, and of the certificate of the comptroller that the said tax has not been paid ; the attorney-general shall also apply for an order that execution forthwith issue on said judgment, directed to a master of the court of chancery to be named by said justice in said order ; the said orders shall be respectively applied for on five days' notice to the company or mortgagee or mortgagees, or other creditor concerned, which notice, in case of any company, shall be served in the same manner as a summons is directed by law to be served upon a corporation, and in all cases the pro-

ceedings shall be summary ; in case a *certiorari* shall have been granted, on application of the attorney-general, the orders above provided for shall be made and enforced without prejudice to the right of the state to enforce the payment of any additional amount of tax which may be imposed and to apply for a second judgment therefor ; in case a *certiorari* shall have been granted on application of any company or mortgagees or other creditor taxed, the attorney-general shall make the applications provided for by this section upon the determination of said proceeding in *certiorari*, by dismissal of the writ or by adjustment of the amount due.

18. *And be it enacted*, That the master in chancery to whom the execution shall be directed shall sell all the franchise, real estate and rolling stock and property of said company, and the estate and interest of any mortgagees, and the debt due to any creditor for which a deduction has been allowed, or so much thereof as may be necessary to make the amount due on said tax judgment and the usual execution fees ; the execution shall describe the property or debt aforesaid whereon the tax was assessed and shall direct the sale thereof and generally the sale of all other property of said company or person ; such sale shall pass the absolute title to the franchises and property and debt aforesaid so sold whereon the said tax was assessed or became a lien, free and clear of all liens, incumbrances and trusts of every nature, except taxes subsequently levied ; in case of a sale of the estate and interest of any mortgagee it shall pass as well such estate as the interest of all bondholders and *cestuis que trust* for whose benefit said mortgage may have been given or may be held in trust, or otherwise ; as to any other property of said company or persons, the judgment and execution shall constitute or become liens in the same manner and to the same extent as other judgments and executions of the supreme court ; the sale, advertisement and proceedings under such executions shall be the same as under other executions of the supreme court ; *provided, however*, that the company whose franchise, real estate, rolling stock and property, or any part thereof, has been so sold and the mortgagee or mortgagees or any bondholder or other person having an interest in the estate and interest of the corporation or mortgagee which has been so sold, may, at any time within two years from and after any such sale, redeem the property so sold by tendering

and paying to the purchaser or purchasers thereof the amount of the purchase-money by him or them paid, together with interest thereon at the rate of ten per cent. per annum.

19. *And be it enacted*, That it shall be the duty of the justice or court granting to any company, mortgagees or creditor a writ of *certiorari* to review an assessment of taxes under this act, to require, before granting the writ, the payment of such portion of the tax as said justice or court shall deem just, and it shall be lawful for the court out of which such writ shall issue, at any time pending the proceedings thereunder, to direct such further payment on account of such tax as the court shall deem just, and to dismiss the writ if the order is not obeyed; the amount so paid shall be credited on the tax as it shall be finally determined and fixed under this act, and no interest shall be charged upon the amount thus paid and credited after the time of payment; should the amount thus paid be in excess of the amount ascertained to be due, the excess shall be repaid by the state upon the order of the court; and the state comptroller shall, upon such order, issue his warrant for such payment accordingly.

20. *And be it enacted*, That in order to ascertain the facts necessary for the discharge of their duties under this act, the said board shall use such lawful means as they may deem necessary; they may employ surveyors if they shall be dissatisfied with information otherwise attainable; they shall have the power of compelling the attendance of witnesses, and to call for the production of abstracts of books and papers; and they may delegate such power to any member of their board authorized by them to investigate and report; they shall also use the returns hereinafter provided for, but such returns shall not be conclusive, and if any of said returns shall not be made, the board shall ascertain the necessary facts from the best information they can obtain, in such mode as they may find convenient, using their personal knowledge and judgment; the said assessors, or any one of them, shall have power to administer oaths and affirmations to any person to ascertain any facts proper for them to know in order to enable them properly to perform the duties of their office, and they may reduce the statements of the person sworn to writing and require him to swear and subscribe thereto, and may, *ex parte*, apply for and obtain from any justice of the supreme court an order to com-

pel any person to submit to examination in reference to such matters, and such justice may punish any party as for a contempt who shall disobey any order made by such justice in the premises.

21. *And be it enacted*, That on or before the first day of July next, and on or before the first Tuesday of May in each year thereafter, any person or company running, operating or constructing any railroad or canal in this state, shall return to the state board of assessors statements or schedules, subscribed and sworn to by the president or other chief officer, before some officer of the state authorized to administer oaths, of the property of such railroad or canal as it existed on the first day of January preceding, which for each railroad shall be as follows :

I. Of the real estate, specifying its extent and dimensions, which may be shown by a map or maps, setting out in detail the total length of the road, including branch and leased lines, the entire length in this state, and the length of double or side tracks ; and the number, character and value of all buildings and structures in each county and in each taxing district through or in which it is located in this state, designating the main stem or road-bed and the width, wherever it exceeds one hundred feet, and designating particularly any portion in each taxing district which is not used for railroad purposes and which is locally assessed and taxed, and the value thereof ;

II. Of the rolling stock and tangible personal property, giving the number of freight engines, passenger engines, passenger and freight cars, ferry-boats and other movable property of every description, owned, used or hired, and the value thereof ;

III. A statement or schedule, showing :

a. The amount of capital stock authorized and the number of shares into which such capital stock is divided ;

b. The amount of capital stock paid up ;

c. The market value, and if no market value, then the actual value of the shares of stock ;

d. The total amount and the details and particulars of all indebtedness.

Such statements and schedules for canals shall be as follows :

I. Of all the real estate of said company, giving the depth of water and dimensions of such canal, the length of the canal and of its feeders in the state, and the number, character and value

of all locks, and of all buildings and other structures in each county and taxing district, designating particularly the width where it exceeds one hundred feet and designating any portion in each taxing district which is not used for canal purposes, and which is locally assessed and taxed.

II. The floating and movable property ;

III. A statement or schedule containing all the particulars above enumerated and to be returned by railroad companies in the third statement or schedule ; such statements or schedules shall be made in conformity with such instructions and forms as may be prescribed by the said board, and such further statements shall be furnished as said board shall require ; the said board shall prescribe the form of the oath to the statements and schedules required by this section, and any person who shall make such oath falsely shall be guilty of perjury.

22. *And be it enacted*, That any railroad or canal company claiming exemption from taxation under this act, by reason of any alleged contract with the state, shall, together with and in addition to the return required by the last section, make a further return specifying the act or acts of the legislature by which such contract is claimed to have been created, and also specifying what portion of the property of said railroad or canal company is claimed to be exempt from taxation under this act, and the particulars as to character, location and value of the property, if any, admitted to be liable under this act ; such return shall be in no matter conclusive as to any of the facts therein stated, but said board shall investigate and determine whether any, and if any what portion of the property of such company is by contract beyond the power of the state to tax under this act ; the residue of said property shall be assessed, apportioned, valued and taxed pursuant to the provisions of this act.

23. *And be it enacted*, That it shall not be lawful for any railroad or canal company having any contract with the state whereby any of their property is exempted from the taxation imposed by this act, to acquire and hold, directly or indirectly, any property in this state (except such property as such company may be entitled to acquire and hold pursuant to their said contract with this state, if such company has any charter provisions on this subject which the legislature cannot abrogate or repeal), unless

such company shall, by a written instrument, executed under their common seal, approved by the attorney-general and filed with the secretary of state, first agree that any and all property acquired by such company after the passage of this act shall be subject to taxation under the provisions of this act, or any amendments thereto, or any further act of the legislature, in which case such property shall be so subject.

24. *And be it enacted*, That if any person or corporation running, operating or constructing any railroad or canal shall willfully neglect to make returns as required by this act, such person or corporation shall forfeit as a penalty not more than ten thousand dollars, to be assessed by the jury, for each offense, to be recovered in any proper form of action in the supreme court, in the name of the state, and paid into the state treasury; it shall be the duty of said board to certify any such default to the attorney-general of the state, and it shall be the duty of the attorney-general to prosecute for such penalty; any person who shall make falsely any oath required to be made under this act, and any person who shall testify falsely, when called to testify under this act, shall be guilty of perjury, and on conviction thereof shall be liable to all the penalties prescribed by law therefor.

25. *And be it enacted*, That all railroad companies in this state which shall hereafter pay any taxes imposed by this act, on any cars, hired, leased, run or used on the roads of such companies in this state, shall have a right of action against the company or persons owning such cars, for the taxes so paid, with interest thereon from date of payment, and may sue for and recover the same in any court of competent jurisdiction; but nothing in this section shall be so construed as to avoid the obligation of any contract relating to the payment of taxes, heretofore entered into or made between any such company, its agents, or persons owning such cars, and any such railroad company.

26. *And be it enacted*, That if any company shall be in default under this act in payment of the state tax aforesaid, any person having any interest in a mortgage or other lien on its franchises or property, may pay the state treasurer the amount of such state tax, and the interest due thereon, and receive from said treasurer a certificate of such payment, and such person shall thereupon be entitled to be repaid the amount of said tax and

interest thereon at the rate of twelve per cent. per annum out of the first proceeds of any sale of the franchises or property of said company, and such tax and interest thereon shall continue a lien on the franchises and property of the company for the benefit of the holder of, or person interested in, such mortgage or lien until paid by said company or from the sale of its franchises or property; if any proceedings have been taken by the attorney-general to enforce the payment of said tax and interest thereon, then such holder of or person interested in a mortgage or lien paying such tax and interest shall pay such additional amount as a justice of the supreme court shall certify to be proper and reasonable for the expenses and services of the proceedings as far as they have progressed for the collection of said tax and interest thereon.

27. *And be it enacted*, That if any railroad or canal shall be owned or operated under a franchise by any individual or association not incorporated, the term company used in this act shall apply to such owners or operators, and such property shall be assessed and taxed under the provisions of this act in the same manner as if operated by a company, and the persons operating or owning such railroad or canal shall make the returns required by this act to be made by companies.

28. *And be it enacted*, That the attorney-general shall, with the approval of the governor and comptroller, have power to employ such assistant attorneys or counsel as may be necessary to protect and properly defend the interest of the state, in carrying out the provisions of this act; and such assistants shall be paid such compensation by the state as may be approved by the attorney-general and the comptroller; (the state board of assessors shall have power, during the first year of the operation of this act, to employ such assistants, in making their valuations, as may be necessary to complete the same in due time, and such assistants shall be paid such reasonable compensation for their services as the said board and the governor shall approve.)

[That part of the above section in parentheses amended by supplement of April 7, 1885, is read as follows: "The state board of assessors shall, during the next two years, have power to employ such assistants in making their valuations as may

be necessary ; *provided*, the amount of compensation to be paid such assistants shall not exceed the sum of fifteen hundred dollars in the aggregate each year.”]

29. *And be it enacted*, That any corporation having or claiming to have any contract with the state whereby any of its property is claimed to be exempted from the taxation imposed by this act, may, at its discretion, voluntarily pay to the state, from year to year, such sums of money as, added to the tax now assessable against such corporation and such alleged contract, will be equal to the tax assessable against such corporation under this act in respect to the property so claimed to be exempted, and such voluntary payment shall not be construed in any proceeding or suit to be a waiver by such corporation of its said alleged contract ; *provided, however*, that nothing in this section, or in this act contained, shall be construed or taken as an admission on the part of the state that any corporation is possessed of any contract or especial provision of law on the subject of taxation which may not at any time be repealed or modified by the state.

30. *And be it enacted*, That if any section of this act shall, for any reason, be held to be unconstitutional or invalid, it shall not affect the other provisions of this act, or any of them.

31. *And be it enacted*, That any corporation in this state having the right, by contract, to any different imposition of tax, either state or municipal, than that provided for in this act, are hereby authorized to execute and file in the office of the secretary of state an instrument, to be first approved by the attorney-general, waiving the benefit of any such contract, whereupon they shall be bound by the terms of this act, or any amendment thereto, or any further act of the legislature, and upon filing any such instrument the state agrees to surrender its right to take the property of any such corporation under any law now existing ; *provided*, that any such corporation shall execute and file such instrument within six months from the time of the passage of this act.

32. *And be it enacted*, That this act shall be subject to amendments, alterations or repeal at the will of the legislature.

33. *And be it enacted*, That this act shall take effect immediately.

Approved April 10, 1884.

Supplement to act concerning the taxation of railroad and canal property, approved February fifth, one thousand eight hundred and eighty-five.

A Supplement to an act entitled "An act for the taxation of railroad and canal property," approved April tenth, one thousand eight hundred and eighty-four.

1. BE IT ENACTED *by the Senate and General Assembly of the State of New Jersey*, That in case any property of any railroad or canal company which has been or shall hereafter be in any year assessed by the local authorities of any taxing district, has been or shall be also assessed by the state board of assessors as property used for railroad or canal purposes, the supreme court or any three justices thereof, to be assigned by the chief justice, shall determine, in a summary manner, the character of the property and whether used for railroad or canal purposes, and by which assessors the same has lawfully been assessed, which determination shall be made whether the taxes in question have been paid or not, and whether a *certiorari* to review either assessment has been granted or not; such determination shall be made under an order to show cause at a time and place to be therein designated, which order shall be granted by the chief justice of the supreme court, upon application *ex parte* by any of the parties interested, namely, by the attorney-general on behalf of the state, or by the owner of the property assessed, or by the authorities of the taxing district; and said order shall be served not less than ten days before the day fixed therein for the hearing, upon the said parties interested not making such application; depositions may be taken, on two days' notice by either party, to be used on such hearing; the justices before whom the matter shall be heard may, if they see fit, view the property in dispute, to guide them in their decision; the judgment of the court shall direct the cancellation or reduction of either assessment, as the character of the property may require, and shall make such order as to the return to the taxpayer of any tax, or any portion thereof, that may have been paid to the state, or any taxing district not entitled thereto, as such court shall deem just; the payment of costs may be directed in such manner as the court may deem equitable; the said judgment shall be conclusive and

final in all collateral proceedings, but may be reviewed on writ of error by the court of errors and appeals.

2. *And be it enacted*, That section five of the act to which this is a supplement be and the same is hereby amended to read as follows :

"5. *And be it enacted*, That it shall be the duty of the assessors in all taxing districts where property of any railroad or canal company, not used for railroad or canal purposes, shall be assessed, if required so to do by the state board of assessors, to certify and to send to the state board of assessors, on or before the second Monday in June, in each year, a statement giving the description of such property and showing the assessed valuation thereof; the local assessors shall also, at the same time, certify and send to the state board of assessors a short description of all the real property in their respective taxing districts, used or owned for railroad or canal purposes, excepting the main stem or road-bed and track, not exceeding one hundred feet in width of each railroad, and the water-way, towing-path and berme-bank, not exceeding one hundred feet in width of each canal; the said assessors shall also certify to the said board the local rate of taxation for county and municipal purposes, as soon as the same shall be determined, and such other information obtained in the course of the performance of the duties of their office as the said board shall require of them; and for the services mentioned in this section the said local assessors shall receive three dollars per day for each day actually engaged in such service, to be paid on the warrant of the comptroller, on an affidavit of such service being filed in the office of said comptroller."

3. *And be it enacted*, That section two of the act to which this is a supplement be and the same is hereby amended to read as follows :

"2. *And be it enacted*, That all property of any railroad and of any canal company used for railroad or canal purposes shall be assessed by a state board of assessors, which shall consist of four members, and shall be appointed by the governor, by and with the advice and consent of the senate; not more than two shall be members of the same political party; and no person shall be qualified or authorized to act as a member of said board unless his appointment shall have been confirmed by the senate; their

term of office shall commence on the first Monday of May; the assessors first appointed shall be appointed to hold office respectively for one, two, three and four years, and until the appointment of a successor; all subsequent appointments shall be for a term of four years and until the appointment of a successor; vacancies shall be filled by the governor, subject to the approval of the senate; the said assessors shall be citizens of this state, and shall not, during their term of office, be interested in any railroad or canal company; each assessor shall, before entering on his duties, file with the secretary of state an oath taken before a justice of the supreme court that he will faithfully discharge the duties of his office, and that he is not interested in any railroad or canal company; they shall each receive an annual salary of twenty-five hundred dollars; three members shall constitute a quorum, and any official act shall be valid which has the sanction of three members; they may employ a secretary, who shall receive such yearly compensation as the board of assessors may determine, not to exceed eighteen hundred dollars; they shall keep a record of their proceedings, and shall annually report to the legislature; the office of railroad commissioner is hereby abolished."

4. *And be it enacted*, That if any corporations whose property and franchises have been or shall be valued and assessed under the provisions of the act to which this is a supplement, by the state board of assessors, shall pay or cause to be paid to the treasurer of the state the tax so assessed upon its property and its franchises at the times and in the manner provided by law, or within fifteen days after the state board of assessors shall have made and declared their final revision of their valuations and assessments, that neither such payment nor the lapse of time in making application for a writ of *certiorari* shall be considered by any court or judge thereof as a reason why such corporation should not be entitled to such a writ of *certiorari* upon any question adjudicated in favor of any corporation that may refuse to pay the taxes assessed against it, and that shall bring its writ of *certiorari*, to review the valuations and assessments within the time limited by the act to which this is a supplement; *provided*, application for a writ of *certiorari* be made within six months after such question has been finally adjudicated, and no other questions shall be considered on said writ.

5. *And be it enacted*, That all corporations who shall pay the tax assessed for the use of the state, under the act to which this is a supplement, may pay the same in equal payments on the first days of February, May, August and fifteenth of October in each year, and if any corporation is in default as to said payments for ten days, the unpaid portion of said taxes shall thenceforth bear interest at the rate of one per centum for each month, until paid ; *provided*, the privilege of payment by installments granted by this section shall not apply to any payment required by the court to be made on granting a writ of *certiorari*.

6. *And be it enacted*, That this act shall be subject to amendments, alterations or repeal at the will of the legislature.

7. *And be it enacted*, That this act shall take effect immediately.
Approved February 5, 1885.

AN ACT to provide for the imposition of state taxes upon certain corporations and for the collection thereof.

1. BE IT ENACTED *by the Senate and General Assembly of the State of New Jersey*, That every telegraph, telephone, cable or electric light company, every express company, not owned by a railroad company and otherwise taxed, every gas company, palace or parlor or sleeping car company, every oil or pipe line company, and every fire, life, marine, or accident insurance company, doing business in this state, except mutual fire insurance companies which do not issue policies on the stock plan, shall pay an annual tax, for the use of the state, by way of a license for its corporate franchise, as hereinafter mentioned ; *provided, however*, that no company or society shall be construed to be a life insurance company doing business in this state within the purview of this act, which by its act or certificate of incorporation shall have for its object the assistance of sick, needy or disabled members, the defraying of funeral expenses of deceased members and to provide for the wants of the widows and families of members after death.

2. *And be it enacted*, That on or before the first Tuesday of May next, and annually thereafter, it shall be the duty of the president, treasurer or other proper officer of every corporation of the character specified in the preceding section, to make report

to the state board of assessors, appointed and to be appointed under the act entitled "An act for the taxation of railroad and canal property," stating specifically the following particulars, namely: Each telegraph, telephone, cable, and express company, not owned by a railroad company and otherwise taxed, shall state the gross amount of its receipts from business done in this state for the year preceding the first day of January prior to the making of such report; each electric light company shall state the gross amount of its receipts for light or power supplied within this state for the year preceding the first day of February prior to the making of such report; each gas company shall state the gross amount of its receipts for business done in this state during the same time, and the amount of dividends earned or declared for the same period; each parlor, palace or sleeping car company shall state the gross amount of its receipts for fare or tolls for transportation of passengers within this state during the same time; each oil or pipe line company engaged in the transportation of oil or crude petroleum shall state the gross amount of its receipts from the transportation of oil or petroleum through its pipes or in and by its tanks or cars in this state during the same time; each fire, marine, live stock or accident insurance company shall state the total amount of premiums received by it for insurance upon the lives of persons resident or property located within this state, during the same time.

3. *And be it enacted*, That if any officer of any company required by this act to make a return as aforesaid, shall, in such return, make a false statement, he shall be deemed guilty of perjury; if any such company shall neglect or refuse to make such return within the time limited as aforesaid, the state board of assessors shall ascertain and fix the amount of such receipts in such manner as may be deemed by them most practicable, and the amount fixed by them shall stand as the basis of taxation of such company under this act.

4. *And be it enacted*, That each telegraph, telephone, cable and express company shall pay to the state a tax at the rate of two per centum upon the gross amount of its receipts so returned or ascertained; that each gas company and electric light company shall pay to the state a tax at the rate of one-half of one per centum upon the gross amount of its receipts so returned or as-

certained, and five per centum upon the dividends of said company in excess of four per centum so earned or declared; that each oil or pipe line company shall pay to the state a tax at the rate of eight-tenths of one per centum upon the gross amount of its receipts so returned or ascertained; that each insurance company other than life shall pay to the state a tax at the rate of one per centum upon the gross amount of its premiums so returned or ascertained; that each life insurance company incorporated under the laws of this state shall pay to the state an annual franchise tax of one per centum upon the amount of its surplus on the thirty-first day of December next preceding the time of such payment as fixed in section five, as the same shall be ascertained by the commissioner of insurance of this state, according to the actuaries' table of mortality, and four per centum interest; that each life insurance company not incorporated under the laws of this state, but doing business therein, shall pay to the state an annual tax of two per centum on the amount of premiums collected during the year ending December thirty-first, as aforesaid, from residents of this state, except on the amount of premiums collected from industrial insurance, on which amount each company shall pay to the state an annual tax of one per centum per annum, deducting from said premiums the amount of dividends actually allowed in rebate of the same, and the amount paid during said year to residents of this state for claims under matured policies; the secretary of state, acting as the commissioner of insurance, shall ascertain and report to the state board of assessors all the facts necessary to enable the board to ascertain and fix the amount of tax to be paid by life insurance companies under this act; that each parlor, palace or sleeping car company shall pay to the state treasurer a tax at the rate of two per centum upon the gross amount of its receipts so returned or ascertained; if any oil or pipe line company has part of its transportation line in this state and part thereof in another state or states, such company shall return a statement of its gross receipts for transportation of oil or petroleum over its whole line, together with a statement of the whole length of its line and the length of its line in this state; such company shall pay tax to the state at the aforesaid rate upon such proportion of its said gross receipts as the length of its line in this state bears to the whole length of its

line ; that all other corporations incorporated under the laws of this state, and not hereinbefore provided for, shall pay a yearly license fee or tax of one-tenth of one per centum on the amount of the capital stock of such corporations ; *provided*, that this act shall not apply to railway, canal or banking corporations, or to savings banks, cemeteries or religious corporations, or purely charitable or educational associations, or manufacturing companies or mining companies carrying on business in this state.

5. *And be it enacted*, That the state board of assessors shall certify and report to the comptroller of the state, on or before the first Monday of June in each year, a statement of the amount of gross receipts, as returned by each company to, or ascertained by, the said board, and the amount of tax due thereon respectively, at the rate fixed by this act ; such tax shall thereupon become due and payable, and it shall be the duty of the state treasurer to receive the same ; if the taxes of any company remain unpaid on the first day of July, after the same become due, they shall thenceforth bear interest at the rate of one per centum for each month until paid ; the state board of assessors shall have power to require of any corporation subject to tax under this act, such information or reports touching the affairs of such company as may be necessary to carry out the provisions of this act ; and may require the production of abstracts of the books of such company, and may swear and examine witnesses in relation thereto ; the comptroller shall receive as compensation for his services under this act, and under the act entitled "An act for the taxation of railroad and canal property," approved April tenth, one thousand eight hundred and eighty-four, the sum of five hundred dollars annually.

6. *And be it enacted*, That such tax, when determined, shall be a debt due from such company to the state, for which an action at law may be maintained after the same shall have been in arrears for the period of one month ; such tax shall also be a preferred debt in case of insolvency.

7. *And be it enacted*, That in addition to other remedies for the collection of such tax, it shall be lawful for the attorney-general, either of his own motion, or upon the request of the state comptroller, whenever any tax due under this act, from any company, shall

have remained in arrears for a period of three months after the same shall have become payable, to apply to the court of chancery, by petition in the name of the state, on five days' notice to such corporation, which notice may be served in such manner as the chancellor may direct, for an injunction to restrain such corporation from the exercise of any franchise, or the transaction of any business within this state until the payment of such tax and interest due thereon, and the costs of such application, in which shall be included a reasonable allowance, to be fixed by the chancellor, to the attorney-general for his services in the proceeding; the said court is hereby authorized to grant such injunction, if a proper case appear, and upon the granting and service of such injunction, it shall not be lawful for such company thereafter to exercise any franchise or transact any business in this state until such injunction be dissolved.

8. *And be it enacted*, That this act shall not apply to or in any manner affect the tax upon the premiums obtained in this state by foreign fire insurance companies and their agents, which tax shall be in lieu of the tax herein provided and shall be collected and distributed as is specially provided by law in relation thereto.

9. *And be it enacted*, That all acts and parts of acts inconsistent herewith, be and the same are hereby repealed in so far as the same are inconsistent herewith.

10. *And be it enacted*, That this act shall take effect immediately.

Approved April 18, 1884.

EXHIBIT B.

THE RAILROAD TAX LAW.

OPINION OF THE SUPREME COURT OF NEW JERSEY

IN THE CASE OF

THE STATE, THE CENTRAL RAILROAD COMPANY OF NEW JERSEY,
Prosecutor,

v.

THE STATE BOARD OF ASSESSORS, ET AL., *Defendants.*

FEBRUARY TERM, 1886.

1. A separate, independent property tax cannot, under the constitution of this State, be put on property arbitrarily selected for the purpose and set apart from other property of the same kind.
2. The constitutional amendment that requires that "property shall be assessed for taxes under general laws, and by uniform rules," prohibits the selection simply at the legislative will of the property of two classes of corporations, separating it from the mass of similar property and imposing an exclusive tax on the property so selected.
3. A property tax for State purposes imposed on the lands and tangible personal property used by railroad and canal companies, and on their franchises, such tax touching no other property, declared unconstitutional.

Messrs. De Forrest, Bedle, Robeson, McCarter and Williamson for prosecutors.

Attorney-General and B. Gummere, Esq., for defendants.

BRASLEY, Chief Justice.

The importance of this case is apparent. A large part of the revenue of the State derived from the taxes is involved, as well as one of the most valuable of the safeguards erected by the constitution for the protection of property. Deeply impressed with this consideration, the court has given to the subject all the time, care and attention at its command.

The questions to be decided take their rise in the statute passed in the year 1884, entitled "An act for the taxation of railroad and canal property." The principal provisions of this law, which are pertinent to the present purpose, are to the following effect :

In the first place it declares generally that all the property of any railroad or canal company not used for railroad or canal purposes shall be assessed and taxed by the same assessors, and in the same manner, and at the same rate, as the taxable property of other owners in the same municipal division or taxing district ; that all property of any railroad and of any canal property used for railroad or canal purposes shall be assessed by a State Board of Assessors, who are required to ascertain the true value of all property used for railroad or canal purposes of each railroad and of each canal company in this State, including its franchises, and to ascertain separately :

1. The value of the main stem.
2. The value of the real estate other than main stem, including road-beds and tracks outside of the 100 feet.

All buildings other than depot buildings used for passengers.

All water tanks, water-works, riparian rights, docks, wharves and piers.

3. The value of all tangible personal property.

4. The value of the franchise.

The term "main stem" is defined to include the road-bed, not exceeding 100 feet in width, with its rails and sleepers and depot buildings, and the term "water-way" to include the towing-path and berme bank, and the term "tangible personal property" to in-

clude the rolling stock, cars, locomotives, ferry boats, all machinery, tools and other tangible personal property of any railroad company, and the tangible personal property of any canal company. It is then provided that upon the completion of their valuation the Board shall compute the tax upon the entire assessed valuation of each railroad company and of each canal company, as ascertained by them, that upon such valuation each company shall pay for State purposes at the rate of one-half of one per cent. annually upon each dollar of valuation, and that said Board shall compute the same ; each company shall also pay, in addition to said tax of one-half of one per cent., a tax at the local rate as fixed and assessed for county and municipal purposes, upon other property in each taxing district, upon the valuation of its property in the several taxing districts separately valued and assessed under the provisions of subdivision two of section three of the act, the last-mentioned rate in no case to exceed one per cent. of the valuation of the property valued under the provisions of subdivision two of section three of the act.

An assessment having been made, by virtue of this act, upon the property of the Central Railroad Company of New Jersey, a *certiorari* was applied for and allowed, and in this mode the matter has been placed under the consideration of this court.

As there were many other corporations of this kind in the same situation as the plaintiff, and as all these parties proposed to raise against these tax proceedings certain objections that were fundamental and were common to them all, the arguments of the respective counsel, by the direction of the court, were confined for the time to the discussion of such objections. It will be this class of questions only that will be considered and decided at the present time.

But before entering upon that inquiry it will be necessary to promise an examination of a proposition advanced by the State, for if that proposition is to be sustained, the court would be dispensed from the consideration of the rest of the topics embraced in the argument.

The proposition referred to was in substance this, that every railroad company created under the laws of this State were subjected, by the terms of its charter, to special annual taxation at the will of the Legislature. This position is thus expressed in the

brief of counsel: "Annual taxation is a condition of the corporate existence of railroad corporations." "The charter of every railroad corporation which has been specially enacted by the State of New Jersey contains the condition that it shall pay an annual tax upon its property, wholly irrespective of the fact whether any other property was taxed or was not taxed in any such year. The condition thus referred to, as it is to be read in the charter of the Central Railroad Company, and which is typical of this class of clauses, is in words following, viz: "That it shall be the duty of the Treasurer of said company, on and so forth, to pay to the Treasurer of this State a tax of one-half of one per centum upon the cost of said road, and so forth; *provided*, that no other tax or impost shall be levied or assessed upon the said company." This charter, as well as all others of its class, was taken "subject to alteration, suspension and repeal in the discretion of the Legislature."

From these premises it was argued by the counsel on behalf of the State that this act of 1884, which imposes the taxes in dispute, as well as the antecedent acts of 1873 and 1876, "are not," in the language of the brief, "acts imposing taxes upon railroad corporations or classifying their property for taxation, but are acts amending the charters of all pre-existing corporations, whether granted by special acts or by the general railroad law, and increasing the amount of tax already imposed on them by their respective charters and the general railroad law as conditions of their corporate privileges and existence."

It will therefore be observed, from the foregoing statement, that the proposition is this: given the stipulation of the railroad company to pay a certain fixed rate annually in lieu of all other taxes, and the reservation of a power in the State to repeal or modify the charter, the consequence follows that the State can, at will, increase to any extent the annual rate. In other words, that instead of one-half of one per cent. the company can be required to pay annually at the rate of ten or twenty per cent., or at any higher rate.

The statement of the proposition in this uncircumstantial form seems to show the impossibility of its correctness. If it be true, then the power to modify is the power to confiscate, for it is obvious on the supposition of its truth that almost the entire body

of corporate property, existing by the laws of this State, would be held simply by the tenure of public sufferance. We do not think that this is the true interpretation of the situation. The amount of annual payments called for by these charters is a conventional amount agreed to for the time being by the State on the one side and the corporation on the other, and the power to modify the charter does not carry with it the right to interpolate a new term into the contract on the part of the contractor. It is not credible that either of the parties to this arrangement believe that the prodigious prerogative now claimed was, by the inherent force of such arrangement, conferred upon the State. The structure of the clause refuses to form a basis for such a theory. It imposes a duty on the company to pay annually a fixed amount, and then follows a proviso that no other tax shall be levied. But what office has this proviso if the amount to be paid can be indefinitely increased? It is in form a limitation, but in effect on the construction claimed it is absurd, for it would stand as an attempt to limit the limitless. If it be true that the State can take directly from the company in each year what it pleases, it could not be a matter worth a moment's thought or a line of prevention in what mode such exaction should be made.

Nor is the hypothesis sustained by reason of any force inherent in the power reserved to the State, to alter or repeal this charter. The charter consists properly of the powers and franchises granted by the sovereignty, and the power to repeal or alter the charter is simply a power to take away or modify such franchises.

It does not suggest in the faintest manner that the State, under such a reservation, can invade in any respect the proprietary rights of the company, much less seize its possessions, or any of them, and sequester them to the public use. When one of the sections of this charter declares that the railroad or roads and their appendages, and the land over which the same shall pass, and all other property whatsoever belonging to the said company, are hereby vested in said company, it seems to us altogether unreasonable to predicate that under the reserved right to modify the charter, this clause can be so transformed as to substitute the public in the place of the corporation as the owner of this prop-

erty. By the reservation in question the Legislature had the right at any time to revoke the proviso exempting the company from ordinary taxation, for that was a franchise, and by such revocation freeing the company from its obligation to pay the annual sum agreed upon, to put the corporate property, with respect to taxation, on the same footing as all other property of the same kind. This, we think, was the entire scope of the power reserved.

Having thus disposed of this preliminary matter, we will pass to the consideration of the case in some of its other aspects.

It will be remembered from the epitome of the act of 1884, already given, that in imposing this State tax upon the prosecutor and its associates, it directs that the valuation and assessment thus rendered necessary be made, not in the common mode, by the local assessors, but by a board specially constituted for that purpose.

The establishment of this system was much criticised by counsel, a prominent argument being that it necessarily introduced inequalities in the valuation of property for taxation, and that by force of its operation such valuation was not made as the constitution requires, by a uniform rule, but by multiform rule. And in support of this contention the attention of the court was directed to the fact, which had been established not only by the testimony but by the report of the State Board of Assessors itself, that although it was the universal practice of the assessors of the different tax districts to rate property much below its true value, the State Board had rated this corporate property at its true value. That this discrepancy arising out of the practical operation of this method of valuation existed, was not disputed. But this result, it is manifest, was not the legal or proper result of the plan of assessment thus introduced by the Legislature. That plan provided but one measure of valuation, that is, the true value of the taxable property, and that measure was to be applied alike by the local assessors and the State Board, so that, if both sets of officers had performed their duty, there would have obtained that unity of rule that the constitution demands. The local officers disobeyed the injunction of the law, and the contention is that the State officers should have pursued the same forbidden course, and that their acts should now be declared

to be abortive because they refused to perpetrate such a malfeasance. Such an argument, in our estimation, has no force whatever, and indeed it seems a novel suggestion that a court should annul a proceeding because such proceeding conforms to the law. "A law," said Mr. Justice Miller, in *Cumming v. National Bank*, 11 Otto, 156, "cannot be held to be unconstitutional, because while its just interpretation is consistent with the constitution, it is unfaithfully administered by those who are charged with its execution. Their doings may be unlawful while the statute is valid."

We perceive no reason why the Legislature may not create different agencies for the valuation of property and the assessment of taxes. In point of fact, the assessors in the different districts, in matters of State taxation, are such various agencies. Nor do we think that the present law, in mere point of instrumentality, is objectionable, for it plainly appears that some unusual system of appraisal was requisite, when we note the peculiar situation of the property to which it relates, and that the value of such property, as a unit, must be ascertained before it can be distributed into valued parts. All that the constitution calls for in this particular, is, that the rule of assessment shall be uniform; it does not require uniformity of mind in the application of such rule.

The taxableness of corporate franchises was another topic that was much discussed by counsel. And in this connection the rule which the Board of Assessors adopted in its estimation of this species of property was subjected to reiterated comment and pungent animadversion. The method contrived by the board in its appraisal of this class of intangible property was this: First, to ascertain the amount and value of the capital stock of the corporation. Second, the amount of the funded and other debts of the corporation and their value. Third, the value of the tangible property. Fourth, then to deduct from the aggregate amount of the valuation of the capital and funded and other debt, the amount of the valuation of the tangible property; and, Five, to value the franchise at sixty per cent. of such residue.

It is not to be denied that the method thus formulated is, to a certain degree, indicative that it is the creature of the doctrine that the true value prescribed by the constitution is the value of the thing taxed to its possessor. Such, in our judgment, would

not be a proper interpretation of the constitutional phrase. True value spoken of in that instrument means exchangeable or cash value. An heirloom or a family picture could not be rated at its estimated worth to the owner, but at the sum it would be likely to bring at a fair sale ; consequently, when under our laws franchises quite similar to those of these companies, though possibly not so desirable in all respects, are obtainable at pleasure, by the use of a simple and inexpensive procedure, it would require much consideration before this court would be prepared to sanction the rule so much complained of in this case. But we do not feel that we are called on to either form or express any definite opinion in regard to this matter. The subject is not a fundamental one, for if we should condemn the method in question the tax would not be subverted, for by the sixteenth section of the statute under consideration, provision is made for the emendation by this court of any of the assessments made by this board, as well—to use its own language—in cases where it is claimed that the amount of the tax is excessive or insufficient, as in cases where it is claimed that the principle upon which the assessment is made is erroneous.” By force of this section it would be the duty of the court, if the mode of assessment used in that instance was found to be erroneous, not to vacate the tax, but to admeasure the rate by a legal standard. But this is not the business in hand, for, at this state of the case, we have to do only with such matters as are of quite importance. As to the question whether corporate franchises are taxable, we think it must receive an affirmative answer. Nor, in our opinion, is the subject debatable at the present day, as the doctrine has become already accredited by so many decisions as well of the federal as of the State courts.

The next subject that is to be disposed of by the court is one, obviously, of great and abiding importance. It is the question whether, by the law and constitution of this State, it is competent for the Legislature at will to select the property of two classes of corporations and impose a tax upon such property, at the same time exempting all other property from the burden ?

It has already been shown that this act distributes the property of railroads and canals which is used in their business into four parts, that is to say : the main stem of the road, other real

estate, tangible personal property and franchises. The parts thus separated are to be severally valued, and then a certain percentage of such aggregate valuation is to be laid as a tax. The burthen thus imposed touches no other property. It is plain that this is a property tax. It is not a rate put upon the use by these companies of this property. A tax upon the gross or net profits, or a license tax, might, perhaps, be said to partake of the nature of a tax upon such use, but here we perceive the land, tangible personal property, and the franchises are separately valued as property, and taxed as such. The act refers to the use to which the property is put as a means simply of nomination to denote the things to be taxed. There can therefore be no doubt as to the question to be considered by the court. Can these particular lands, tangible personal property and franchises, be set apart from all other lands, all other tangible personal property, and all other franchises, and exclusively be burthened by a State tax.

If it is competent for the legislative power to put in force such a measure, it is plain such power is absolutely untrammelled by constitutional circumscriptions. Such an authority, if it exists, would seem to have no bounds, and to be entirely arbitrary in its nature. It cannot be questioned that a government that can choose at pleasure groups of property, and impose, at its own will, a tax to an indefinite amount on such property, possesses in that department a truly despotic faculty. It is not to be denied that many expressions are to be found in judicial decisions, as well as in theoretical works, that would seem to sanction the doctrine that this power, even in this extreme form, is possessed by the public. Thus, it has been said the right to tax is an incident of sovereignty, and is co-extensive with that of which it is an incident. In the celebrated case of *McCullough v. Maryland*, 4 Wheaton, p. 428, it is declared "That the power of taxing the people and their property is essential to the very existence of government and may be legitimately exercised on the objects to which it is applicable to the utmost extent to which the government may choose to carry it. The power of the State as to the mode, form and extent of taxation is unlimited where the subjects to which it applies are within her jurisdiction."

But while such phrases as these may be said to indicate truly enough, as a general description, the nature and scope of this prerogative of sovereignty, nevertheless there are authorities of the highest character that have denied that, on the general principles of jurisprudence, it is without limits. When in the exercise of this power a tax has been imposed, without regard to the rule of natural justice, that the common burthen should be sustained by common contributions, and that it should be apportioned according to some ratio of quality, there have not been wanting judicial adjudications pronouncing such enactments to be void on the ground that they enact, not taxes, but forced contributions. In the case of the *State v. Township of Readington*, 7 Vroom 69, Mr. Justice Depue expresses his views on the subject with the utmost directness. He says: "The power of the Legislature in the matter of taxation is said to be unlimited. Such, undoubtedly, is the theory of our government. But it is not every exaction made under color of taxation that can be supported as the legitimate exercise of the sovereign power of taxation. It is of the very essence of taxation that it should be equal and uniform and that where the burthen is common there should be a common contribution to discharge it."

But the most signal repudiation of the doctrine that, as a matter of law, there is no distinction to be drawn between an arbitrary exaction and taxation, is to be found in the opinion of Justice Field, sitting in the Circuit Court of the United States, in the case of the *County of San Mateo v. The Southern Pacific Railroad*, reported in 8 Am. and Eng. Railroad Cases, p. 1.

By the constitution of the State of California a debt secured by a mortgage was allowed to be deducted from the value of all taxable property, with the exception that such deduction should not be made in the taxation of the railroad property. It will be noted how closely the case is in point, for the only difference between the reported case and the present one is, that in the former the railroad companies had been subjected to only a portion, though an unequal portion, of the tax, while in the present case these companies bear the entire burthen. In the case referred to the question was, whether this provision in the constitution of the State providing for the laying of a heavier burden in the form of a tax upon railroad property than was levied on

other property, was consistent with that declaration of the 14th amendment of the national constitution, to the effect that no State shall deny to any person within its jurisdiction "the equal protection of its laws." The distinguished jurist who presided declared unequivocally that the two constitutional clauses were totally incompatible, and that consequently the clause in the State constitution was void. Referring to the effect of the 14th amendment in that particular, the language of the opinion is as follows :

"Unequal exactions in every form, or under any pretense, are absolutely forbidden, and of course unequal taxation, for it is in that form that oppressive burdens are usually laid. It is not possible to conceive of equal protection under any system of laws when arbitrary and unequal taxation is permissible, where different persons may be taxed on their property of the same kind, similarly situated, at different rates, &c. Reference has not been made to this case for the purpose of bringing before us for consideration the important question that was decided by it; that is, whether the people in their constitution or the legislature, when its powers are unrestricted, are prohibited by the federal constitution from arbitrarily selecting the property for exclusive taxation. For we are not called on, in the discussion of our present theme, to express any opinion with respect to that subject; our entire object in referring to the reported case being to present in a striking point of view how strongly the doctrine that the power to tax has no limit was repudiated by an enlightened jurist."

It is plain from these references that although, as a matter of theoretical statement, it was sometimes said that the legislative power to tax was unlimited, nevertheless when it exhibited itself in any of the tyrannous forms to which it inevitably tended, it was refused recognition and enforcement by the judicial power. But if its existence was thus left in doubt, no thoughtful person failed to perceive that it was a prerogative liable to great abuse, and a standing menace to the security of private property. Hence the restriction put upon such prerogative by so many of the States, and hence the amendment in this particular to our own constitution in the year 1875. We have already seen what that amendatory clause is. Its words are: "Property shall be assessed for

taxes under general laws and by uniform rules, and according to its true value."

By force of this provision three requirements must be conformed to in every act taxing property in this State. The law must be a general one, the rule of assessment must be uniform and the estimation of the property must be at its true value; and it is obvious that each of these requirements is a limitation of the legislative power, for unless each be such it has no office to perform and is nugatory.

On the part of the State it was argued by counsel, in his criticism of this clause, that—to use the language of the brief—"If it had been the interest of the framers of this amendment of 1875, if they had intended to prohibit the exercise of the sovereign power of selection, it is submitted that such interest would have been specifically expressed, and that the word 'all' would have been added at the beginning of the subdivision, so that it would read 'All property shall be assessed for taxes.'"

But in the opinion of the court such exposition would deprive the provision of all force whatever. The word "property" in that connection must include all property, else the term loses all meaning. If we substitute for a term implying totality, any term implying less, the sentence becomes nonsensical, as if we should read "some property shall be taxed." Besides, if "all" property is not here required to be assessed under general laws, and by uniform rules, then it necessarily follows that all property is not to be assessed at its true value. In our judgment the clause cannot be limited upon the ground suggested.

But still it is not this term "property" that has force in establishing a restraint upon the legislative power of taxation. Instead of this, it limits the effect of the amendatory clause, for by its use the clause becomes effective only when applied to property; that is, the taxing power is not restricted by the provision in general, but in its application only to property. The restraining force of the clause upon legislation depends on the terms, as has been already remarked, general laws, uniform rules and true value.

We do not doubt that, under the operation of this constitutional provision, the Legislature can classify property for the purpose of taxing it. But we are also of opinion that the requirement that

taxes upon property must be imposed under a general law, was intended to deprive, and does deprive, the law-making department of every pretense of the right to arbitrarily select property for such purpose. Its office is to prohibit arbitrary selection as contradistinguished from classification. This is the result of the mandate that the taxing act, with respect to property, must be performed by means of a general law—for a general law is one that is founded on a class. To take part of a homogeneous mass of property, the whole being identically conditioned, and to tax such part exclusively would be an act of selection at will, and not a classification; and the law authorizing it would be a special and not a general law. In our estimation, a general law, as applied to this constitutional clause, is one that embraces the whole of a class and not merely part of a class. Property may now, as formerly, be classed, in view of taxing it, as a separate thing, but a class cannot be created at the will of the Legislature, but must arise out of the nature of the thing classed. Nor can the law-maker, by the exercise of his volition, convert a fragment of a class into a class.

This discrimination between general and special statutes, as applied to a subject-matter of this kind, is not a new thing to this court. It has long been a recognized doctrine with us, forming the basis of many decisions. When the case of *Parsons v. Van Riper* was first before the court, the matter was carefully considered. The inquiry in that instance was with respect to the effect of that provision of the amended constitution which forbids the Legislature to pass private, local or special laws regulating the internal affairs of towns or counties, and the distinction, in view of that provision, between general and special legislation was expressed in these words: "Interdicted local and special laws and those that rest on a false or deficient classification. Their vice is that they do not embrace all of the class to which they are naturally related. They create preferences and establish inequalities; they apply to persons, things or places possessed of certain qualities or situations, and exclude from their effect other persons, things or places that are not dissimilar in these respects." 11 Vroom, p. 1. And when this case subsequently came again before the court the same doctrine was restated and enforced. So its propriety was acknowledged and the same rule

applied in *Pell v. Newark*, 10 Vroom 18. The decisions in *Rutgers v. New Brunswick*, 13 Vroom 53, rest upon the same legal principle, and in *Anderson v. City of Trenton*, 13 Vroom 488, which involved the same question, Mr. Justice Dixon declares that in order to constitute a general statute "the class to be affected must consist of individuals distinguished by characteristics to which the purpose of the law relates and must embrace all so characterized." To the same effect was the decision in the *State v. Hammer*, 13 Vroom 435; this last case being affirmed in the Court of Errors, 15 Vroom 67.

From this series of cases it must be considered that what is a general law, with reference to the constitutional clause to which such cases apply, is completely settled, and at present we are simply called on to decide whether a different rule of construction is to prevail with reference to the constitutional clause involved in the present controversy. The constitutional provision in the former case requires that the internal affairs of towns and counties shall be regulated, not by special, but by general laws; in the present case the requirement is, that property shall be assessed for taxes under general laws. These requirements are both restrictions upon the legislative power, and unless interpreted substantially in the sense given to one of them in the decisions above cited, they both entirely fail to accomplish that end. In our opinion it is not possible, with any show of reason, to apply variant rules of construction, with respect to the point in question, to these constitutional expressions. If a law that embraces only a part of a class to which it relates is in the one case not a general, but a special act, so of necessity it must be in the other. The result, therefore, is, that when the constitution declares that property shall be assessed for taxes by a general law, it is a virtual declaration that property must be classified upon the basis of its own nature and qualities, if it is to be separately and exclusively taxed, and that a legislative fiat alone cannot make a class. That if but part of a class be only on merely arbitrary grounds embraced in such a law, the act is special, and, as a consequence, is not consistent with the constitution.

But we do not mean, from the foregoing exposition, to imply that for the purpose of equitably apportioning a tax, the Legislature may not, with that object, select groups of property that

do not form a complete class, and cause to be assessed upon such groups an equitable portion of a general sum directed to be raised. The exercise of such a power is unavoidable in the distribution of the burdens of taxation in the ratio of equality. Various kinds of property may be so qualified or so circumstanced that they cannot be equitably touched by a general tax in any other manner. For such a purpose property may sometimes be grouped at the legislative will, in contradistinction of being classified.

Several decisions, which have been rendered since the prevalence of the constitutional provision in question, have been properly founded on this distinction. One of such adjudications is that of the *State v. Yard*, 13 Vroom 357. The statute involved in that inquiry directed that the real and personal estate of every corporation should be taxed the same as the real and personal estate of an individual, with the exception that the provision should not apply to certain specified corporations, and it was held that such act was plainly a general law. In that case it was expressly stated that the rule as above expounded, as to what constitutes classification, was the cardinal one, but that the act in question was in its entire frame and application a general act. The case does not undertake to decide that the impositions which the law put upon the excepted classes were legal or constitutional. The court has a right to regard the exceptions merely as a means, often necessary in a general law, of justly distributing the common burden. We fully agree with the conclusion expressed in the opinion of the court in the case referred to "that a law which groups into one class all other corporations cannot certainly be called a special law," and that there was no appearance in the act of any intention to evade the constitutional requirement.

The other case relied upon by the counsel of the State was that of *Stratton v. Collins*, 14 Vroom 563, and it rests upon the same basis. The point involved was thus presented: the general principle of the law tax was that all real and personal property, whether owned by individuals or corporations, should be liable to taxation at its actual value; but certain classes of corporations, and among them banks, were taken out of this rule, and put under special regulations. The shares of corporate stock were generally exempt, but the shares of the stock of banks were

directed to be taxed to the owner in the township or ward in which he resided, and, if he were a non-resident, then the amount of his shares to be taxed to the bank.

It will be observed that there was no special burden, by way of a separate tax, put upon these bank shares, but by the device described they were put into the general mass of taxable property and subject to their quota, fairly due, of the general sum to be levied on the mass. This was plainly a grouping with a view to distribute, on grounds of equality, the common burden. And we altogether concur in the opinion expressed by the court, that under such circumstances, the tax was leviable on the bank stock, and that there was no reason for supposing that the provisions of the act did not conform to the constitution. Under the general law, a ratable sum was imposed on property, and these bank shares being of a peculiar character were assessed in a peculiar mode, there being no reason to conclude that the share exacted from this species of property was unequal or in any wise exorbitant. But let us suppose, in order to assimilate that case to this, that on this bank stock thus set apart there had been imposed, not its quota of a general tax levy, but a separate exclusive tax—for example the whole of this State tax—is there anything in this decision that would warrant the inference that the court, under such conditions, could have pronounced such an imposition to be a tax put upon property by a general law? There is no ground for such an inference, and while we concur in the judgment, we do not find anything in it that is adverse to the rule of exposition that we have above expressed. It is true there were other exemptions allowed in this general tax law that was under criticism in this last-named case, and to which it may be well to advert in order to avoid misapprehension. By such general system, enacted in the year 1866, certain descriptions of property, such for instance as were devoted to collegiate, academic, religious or charitable uses, were exempted from the tax thereby put upon property in general. This group of exemptions was perfectly legitimate, as such property, from its devotion to public or quasi-public uses, was thereby differentiated from ordinary property and thus formed a class by itself. The exemption made in this system of the property of railroad companies, whose charter exempted them from taxation, was believed plainly legal, as such property could

not be rated with taxable property, as it was not possessed by force of contracts with the State of a taxable nature. And it would also be noticed that if the act involved in the present controversy and kindred legislation be void, such property remains to the present hour untaxable property except in the chartered mode. So we also think that it is entirely admissible for groups of property at the legislative discretion to be withdrawn from the operation of a general property tax for the purpose of being fairly subjected to a tax different in kind from such general tax, as, for example, when the general system is a tax upon property, and certain groups of persons, natural or artificial, are set apart and burthened in the form of license or other excise tax. Such adjustments as these are in many cases absolutely requisite in order to bring about an equal distribution of the burthen of taxation.

So we think, that if under a mistaken notion of the law certain property should be deducted and set aside from the operation of a general property tax, such a mistake would not impair the act imposing the tax, for the legislative error could not have the effect of converting what, but for such error, would have been a general law into a special one. So far we perceive no practical difficulty in the subject.

But what we are unable to assent to is the doctrine that when a general property tax exists, certain property can be subtracted from the mass of property so taxed, it being identical in its nature with such mass, and, thus being arbitrarily isolated, can be subjected to a tax of the same kind, that is, to separate property tax. With respect to the case of the *N. J. T. R. Co. v. Railroad Commissioners*, 12 Vroom 235, we have but to remark that we deem it inapplicable to the matter before us, no constitutional question having been raised by the council or concluded or decided by the court.

From this view it necessarily follows that the statute now in controversy cannot be sustained. Its effect simply is to segregate certain property from the mass of similar property, not to put upon it a proportionate part of the general tax, but to charge the part so segregated with the whole amount of a separate tax. Thus, it separates from the body of corporate franchises the corporate franchises of railroads and canal companies, and taxes exclusively the part so separated and exempts the residue. And so

with the lands and tangible personal property of these particular corporations, and which denominated property do not possess from their nature or qualities any different characteristics from the same kind of property owned by other persons. We think this is plainly arbitrary selection and not classification, and that the act producing such an effect is a special and not a general law. If such a statute be valid, it appears to the court that it cannot be logically denied that the power of legislative restriction is absolute and on all sides unlimited, and that the only law to which it is subject is the law of its own will. For it incontestibly follows, that if this property, of these two classes of corporate bodies can be set apart and an entire sum be raised from it annually as a distinct tax, so may the property of any other enumerated set of persons, either natural or artificial, be set apart and be subjected to a similar or greater burthen. If it be constitutional for the Legislature, by a law of to-day, to impose this tax on the property of these two companies, also it is not to be disputed that by a law of to-morrow an identical tax may be put exclusively upon the land used in agriculture, or manufacturing operation, or by mechanics or merchants in their business; nor would such a power be confined to the imposition of State taxes, for it would obviously be effective in the imposition of all local taxes. Admit the principle and it becomes an inevitable corollary that the property used in the pottery business in this city of Trenton could, at the legislative pleasure, be entumbered annually with the entire tax necessary to defray the expenses of that municipality. And this is precisely that exorbitance of the taxing power, the existence of which was claimed by some persons and denied by others, and which were so liable to abuse that, as a prerogative of government, it was deprecated by all. As we have said, it was this excess in the power to tax which it was the object of the constitutional clause under discussion to curb and to confine within safe and reasonable bounds. In our opinion the provision is entirely nugatory or else it effects this purpose. As we have construed it, the rule thus established is of essential value, as it leans strongly to the great principle of justice, that an equal ratio of the common burthen of taxation shall be placed on all the same kinds of property, under similar conditions, no matter by whom such property may be used or owned.

In arriving at our conclusion we have not overlooked the fact that for a long series of years the greater part of the revenue of this State has been derived from these two classes of corporations. But this has been the result, for the greater part of the time, of the existence of those special agreements heretofore commented upon, between each of these companies and the public for the payment of a stipulated annual amount; and the acts of 1873 and 1876 appear, in some degree, to present the semblance of a continuance of such agreement in an amplified form. But the present law has not modified, but has attempted to abolish, the original system, and to substitute in lieu of it a mode of taxation of an entirely different character, and the sole question is, whether such mode be legal or illegal. Such an inquiry cannot be affected by the considerations whether the State will gain or lose by the decision, for the property of these companies, like that of all other persons, stands under the protection of the laws and constitution. That protection these prosecutors have the right to demand imperatively at the hands of the court.

Nor in considering this subject have we lost sight of the argument so much dwelt upon, that even if the State tax be an exclusive exaction from those designated companies, nevertheless it is to be remembered that they are still favored classes, inasmuch as their property, or some part of it, is exempted from certain taxation to which other property is subject. It was confidently said that the exactions under this law would not amount to so large a sum as would result from taxing this property in the ordinary mode. This may be so, but judicially we can have no knowledge on the subject, for it is impossible for us, as the matter is placed before us, to establish an equation between the known quantity of this exaction and the unknown quantity that would accrue for the imaginary tax suggested. Besides, if it could be ascertained that an equilibrium existed between the exaction and the compensatory exemption, it is plain the circumstances could have no effect, as such circumstances could not transmute this act, which we have declared to be special, into a general law, and such transmutation is necessary in order to validate the procedure in controversy.

In leaving this subject it is proper for us to say, that every step leading us to the foregoing conclusion has been carefully examined,

for we are well aware, if the results thus reached by us should be finally sustained, of the very great embarrassment and confusion that would fall upon the financial affairs of the State. But believing, as we do, after full consideration, that the people of this State have declared in plain terms in their constitution that no property shall be arbitrarily selected for exclusive taxation, and that the present act makes such selection an imposition, we have felt constrained, under the obligations of our office, no matter what the consequences may be, to pronounce such act to be unconstitutional and void.

THE RAILROAD TAX LAW.

OPINIONS OF THE COURT OF ERRORS AND APPEALS.

DELIVERED MAY 29, 1886.

OPINION BY CHANCELLOR BUNYON.

The judgments of the Supreme Court, which are brought up for review by the proceedings in these cases, set aside and annul, as being entirely void, the assessment and tax levied upon the respective defendants, under the act "for the taxation of railroad and canal property," approved April 10th, 1884. (P. L. 1884, p. 142.) The ground upon which those judgments are based is that the act is in contravention of the constitutional requirement adopted in the amendments of 1875, that "property shall be assessed for taxes under general laws and by uniform rules, according to its true value." The act after providing that all the property of any railroad or canal company, not used for railroad or canal purposes, shall be assessed and taxed by the same assessors and in the same manner and at the same rate as the taxable property of other owners in the same municipal division or taxing district, creates a State Board of Assessors to assess all the property of railroad and canal companies used for railroad or canal purposes, including their franchises, and directs that the board shall ascertain the true value of such property, and that in so doing they shall ascertain separately, first, the length and value of the main stem of each railroad and of the water-way of each canal and the length of such main stem and water-way in each taxing district; second, the value of the other real estate used for railroad or canal purposes in each taxing district, including the road-bed (other than main stem,) water-ways, reservoirs, tracks,

buildings, water-tanks, riparian rights, docks, wharves and piers and all other real estate except lands not used for railroad or canal purposes; third, the value of all the tangible personal property of each railroad and of each canal company; and fourth, the value of the franchise. It then declares that the term "main stem" is to be held to include the road-bed not exceeding 100 feet in width, with its rails and sleepers and the passengers depots; and that the term "water-way" is to be held to include the towing path and berme-bank. It defines also the terms "taxing district" and "tangible personal property" as used in the act. It provides that the State Board of Assessors shall be governed by the valuation of the local assessors, if lower than their's, in ascertaining the value of the real estate used for railroad or canal purposes, not included in the main stem or water-way, and that the local assessors shall certify to the board a description of the property of any railroad or canal company within their taxing district, both that which is not used for railroad or canal purposes, and that used for such purposes, excepting the main stem and water-way as defined by the act; also their valuation of those properties and the local rate of taxation for county and municipal purposes. If in any taxing district there should be several branch lines of railroads belonging to or controlled by one company, or operated under one management, the assessors are to designate one of them as main stem, and the others are to be treated as "other real estate used for railroad purposes." The board are to compute the tax upon the entire assessed valuation of each railroad and canal company as ascertained by them, and the taxation is to be as follows: The company is to pay upon the valuation to the State for State purposes one-half of one per cent. annually, and in addition thereto the local rate, for county and municipal purposes, on the valuation of the real estate other than main stem or water-way that is used for railroad or canal purposes in the taxing district; but such local rate is not to exceed one per cent. of such last mentioned valuation. The act provides that the sum of the estimates or computations for each company shall constitute the tax to be paid by it, and that if upon complaint the board shall find that the amount of the State tax and local rate, as limited in the act, combined, exceed the amount which the company would have to pay if assessed at and required to

pay full local rates alone, then they shall reduce the whole tax to the amount which the company would be required to pay at the last mentioned rate ; and in order to ascertain that amount (but for no other purpose) they may apportion the value of the franchise among the local taxing districts. Of the taxes assessed under the act, the one-half of one per cent. is to be appropriated to State purposes, and the money received for tax upon property separately assessed, in the different taxing districts, is to be allotted to those districts, giving to each the amount derived from the property of each railroad or canal company therein. The foregoing are all the provisions of the act which it is necessary or important to state for the consideration of the question which is now before the court.

In this connection it will be proper to refer briefly to the history of the legislation other than such as is contained in special charters, by which taxes have been imposed upon railroads and canal companies in this State. By the act of 1866 (Rev. p. 1150) it was provided that all real and personal estate within this State, whether owned by individuals or by corporations, except such as was owned by corporations which by their charters were expressly exempted from taxation, should be liable to taxation at the full and actual value thereof. The railroad tax law of 1873 (Rev. p. 1166), after reciting that for the encouragement of railroad enterprise, laws creating and regulating railways in this State usually provide for the payment by them, in consideration of their charter privileges, of a fixed rate upon their capital stock or the cost of their works, in lieu of all other public impositions whatsoever ; and that it was nevertheless intended that the property of such corporations being largely acquired for or through the growth and extension of their prosperity, should contribute to the charges and expenses essential for municipal and county purposes ; and that it was desirable in order to the avoidance of litigation and future dissatisfaction, that such municipal and county taxation should be authorized and that it should be permanently fixed and regulated, provided that railroad companies occupying and using railroads in this State, whether as lessees or otherwise, should pay upon the cost, equipment and appendages of their respective railroads, a State tax after such rate of taxation as might have theretofore been fixed by law upon such

companies, or in default thereof, after the rate of one-half of one per centum upon such cost; and that they should pay upon all the real property by them occupied, used or owned for the purposes of their roads or otherwise, excepting the main stem or roadbed and track not exceeding 100 feet in width, and excepting also a tract of land not exceeding ten acres at the termini, a county and municipal tax for the benefit of the counties, townships and cities respectively where such real property was situated, after the rate of one per centum upon the valuation thereof, and of all the improvements thereon not by way of repairs then or thereafter to be made. The act provided for the voluntary surrender by any railroad company of any privilege which it might claim of exemption from taxation under its charter, and for its acceptance in lieu thereof of the taxation provided by the act. The act was in force when the amendments to the constitution were adopted, among which was the before-mentioned provision that property shall be assessed for taxes under general laws and by uniform rules, according to its true value. It will have been seen that under the act of 1873 the property was assessed for taxes for State purposes, not according to its true value, but according to its cost; and as to taxes for county and municipal purposes, it was assessed upon a valuation. The cost for the assessment of the tax for State purposes was to be ascertained by a return thereof on oath or affirmation by the president of the company to the Comptroller of the State, and the valuation for the assessment of tax for county and municipal purposes was to be fixed by a commissioner appointed by the Governor. The act gave an action to the State against the corporation for false return in case the Comptroller should be dissatisfied with the return of the President. By the general railroad law (Rev. p. 925), passed in 1873, it was provided that the companies incorporated thereunder should pay to the State an annual tax of one-half of one per cent. upon the cost, equipment and appendages of their road, including the cost of their road-bed, and such other taxes as might be assessed from time to time by general law applicable to all railroads over which the legislature should have power for that purpose, at the time of passing such law, and that they should be regularly assessed and pay tax for the value of their real estate (except the road-bed 100 feet wide) and the improve-

ments thereon and their personal property as taxed at the time when that act was approved, in the city or cities, township or townships wherein it lay, at the same time and rate and in the same manner and for the same purposes and by the same person or persons as the other taxes assessed in such cities or townships. The act of 1876 (Rev. p. 1168) provided that all railroad corporations and companies occupying or using railroads in this State, whether as lessees or otherwise, liable to be taxed as such by a general law taxing railroads for State purposes, should pay an annual State tax upon the true value of such railroads and their equipments and appendages at and after the rate of one-half of one per centum upon such value. The act contained a declaration (inserted, as it says, for greater certainty,) that it should not apply to or affect any county, municipal or local taxation whatever. The act provided for a return of the valuation by the president of the company, and for the review of the valuation or for the making of an original one, if none should be returned, by a Board of Railroad Commissioners, and it gave to the company an appeal to a Justice of the Supreme Court from the decision of the commissioners. By the general law (Rev. p. 936) passed in 1877, it was provided that the companies formed under that act should pay to the State an annual tax of one-half of one per cent. upon the cost of their canals, including equipment, appendages and expenses; the amount of the cost in each case to be ascertained by the annual statement of the President to the company, under oath or affirmation.

Up to the time of the passage of the act of 1884, the general railroad tax acts of 1873 and 1876 (the provisions of the latter were expressly confined to the tax for State purposes) were recognized as valid and were enforced. The question of their constitutionality, however, was never brought to a judicial test. It was held in 1879 that under the act of 1876 railroad corporations were required to pay a tax for State purposes, upon the value of their railroads and equipment and appendages. *State (N. J. Southern R. R. Co. pros.) v. Railroad Com'rs*, 12 Vroom 235. And that they were required to pay county and municipal taxes under the act of 1873. *State (Central R. R. Co. pros.) v. Mutchler*, 12 Vroom 96, and *State (Penna. R. R. Co. pros.) v. Wetherill*, Id. 147.

The act of 1884 covers both railroad and canal property. It fixes the same rate of taxation for State purposes which had previously existed for many years, but assesses it upon the valuation of all the property of the company used for its purposes, including the franchise, and provides for local taxation on part only of such property, as the general railroad tax law of 1873 did; and while that act fixed a rate of one per cent. for local taxation, the act of 1884 provides that the rate for local taxation shall not exceed one per cent.

It will be seen that the act of 1884 introduced no novelty in railroad taxation, but that on the contrary the same method substantially of taxing railroad companies had existed from 1873, under the act of that year, which act was modified in 1876 merely in order thus to conform it to the constitutional requirement.

The fact that railroad property, when the act of 1884 was passed, had been separately taxed under similar legislation both for State and local purposes, for so many years, and that the validity of such legislation on the ground of unconstitutionality had not been brought to any judicial test, although immense interests in the hands of vigilant guardians had been annually affected by it, is an important circumstance in the consideration of the question now before the court; because so practical and contemporaneous a construction of the constitutional provision, acquiesced in for so long a time, under such circumstances, and one so clear and uniform, must have weight with the court in settling judicially the construction of the provision, if the construction were otherwise doubtful.

The power of taxation is an essential inherent attribute of sovereignty. In our State government it is vested in the legislative department. It is unlimited in extent except as it may be restrained by constitutional provision or irrevocable legislative contract. Of course to be exercised legitimately it must be exercised within the scope of governmental authority, as limited and circumscribed in our polity. To exercise it outside of the sphere of such authority would be usurpation. It is the province of the judiciary to determine whether in any legislation submitted for its decision, the constitutional restraints or limitations have been disregarded or transcended. But unless the

legislation is found to be clearly in contravention of some constitutional provision, or to be outside of the limit of governmental authority, the court will not annul it. With the policy or impolicy, justice or injustice of the legislation, irrespective of such constitutional considerations, the courts have nothing whatever to do.

The prosecutors complain and insist that in the act of 1884 the constitutional restraints and limitations have been ignored and exceeded; that the property of railroad and canal companies has been segregated by arbitrary selection for special and exclusive taxation and made to bear, practically alone, the entire burden of taxation to raise money for State purposes, instead of its due proportion thereof only. And they insist that the legislation thus brought into question is in violation of the before mentioned provision of the State Constitution, that property shall be assessed for taxes under general laws and by uniform rules, according to its true value, and of the provision of the Federal Constitution that no State shall deprive any person of life, liberty or property, without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws.

In the act under consideration, the legislature has separated for taxation, not all the property of railroad and canal companies, but only so much of it as is used for the particular purposes of those corporations, and has imposed upon the property so separated a tax for State purposes and tax for county and municipal purposes. The property of such companies not used for such special purposes is left to be taxed in the same manner as other like property. The property separated, so far from being taken by mere arbitrary selection, is all of it so circumstanced, by reason of the peculiar use to which it is put, as to make it on that account a class by itself. To value and tax such property in the same way in which other property is valued would be unjust. To do justice to the companies, and in common fairness, not only must the main stem of a railroad and the water-way of a canal be each valued and taxed as a unit, but the other property used in connection therewith, and for the same purposes must also be valued and taxed with reference to such use. To make a just valuation thereof, property used for rail-

road or canal purposes must be estimated with regard to its value for such purposes. For example: The true value for purposes of taxation of railroad cuts and embankments and canal locks is not their cost, but what they are worth in connection with the works of which they form part. This subject is well discussed and forcibly illustrated by Mr. Commissioner Hunt in delivering the unanimous opinion of the court in *People v. Barker*, 48 N. Y. 70. See also, to the same effect, the opinion of the United States Supreme Court in *State Railroad Tax Cases*, 92 U. S. 575, 608, (1875). And in *Kentucky Tax Cases*, 115 U. S. 321 (1885).

This peculiarity of the property in question constitutes it a legitimate class for the purpose of taxation—a class which in order to deal with it fairly in the matter of taxation must be treated separately. In the leading case of *Van Riper v. Parsons*, 11 Vroom, 123, it was held that a law framed in general terms, restricted to no locality and operating equally upon all of a group of objects which, having regard to the purposes of legislation, are distinguished by characteristics sufficiently marked and important to make them a class by themselves, is not a special or local law, but a general law. See also *S. C.*, *Id.* 8. Railroad and canal property has such characteristics, and the act under consideration extends to and operates equally upon all such property. The law therefore is a general law. In *State Railroad Tax Cases*, *ib. supra*, it was said that railroads by themselves constitute a class for the purpose of taxation.

The constitutional provision requires not only that the assessment shall be under general laws, but that it shall be by uniform rules also. It does not require that all property shall be assessed for taxes, but that property when assessed for taxes, or in other words, such property as shall be assessed for taxes—shall be assessed under general laws, &c. Certain property has been exempt from taxation ever since the amendments to the constitution were adopted, and such exemption has received the judicial sanction. The property is of the same kind as that which is taxed, but the use to which it is devoted, the purposes of religion, education, benevolence, &c., makes it a class and justifies the exemption.

The constitutional provision does not take away from the legis-

lature the power of selecting the subjects of taxation. *State (Vail's Exrs. Pros.) v. Runyon*, 12 Vroom, 98; *State (Stratton Pros.) v. Collins*, 14 Vroom, 562. But it does require that all the members of the class selected shall be included in the taxing law and that the rule applied thereto shall be uniform as to the whole of the class, and that the assessment shall be made at the true value of the property constituting the class; and if these requirements are answered by the law, it is not in conflict with the constitutional provision.

If the legislature has power to exempt, on account of the special use to which they are put, certain kinds of property from the taxation to which other property of the same kind, but put to general uses, is subjected, it has the right to provide in its discretion, that such special property shall be assessed at a different rate and in a different way from the other. Judge Cooley, in his work on *Constitutional Limitations*, says (p. 497) that constitutional requirements that taxation upon property shall be according to value, do not include every species of taxation, but that all special cases such as those which he specifies, among which are those where corporations are required to pay a certain sum annually in proportion to their capital stock, or by some other standard, which methods are regarded by the State as most convenient and suitable for the taxation of such organizations, are, by implication, excepted. In fact, under our laws various methods, which have received express judicial sanction, are employed for the taxation of the property of various kinds of corporations in order that such property may be taxed at, and not beyond, its true value.

Railroad and canal property being peculiar property, which cannot in justice to the owner be valued in the same way as other property of a like nature, the legislature was bound to provide a proper method of valuing it justly for the purposes of taxation. Such method must be a peculiar one. The machinery provided for the purpose by the act—a State Board of Assessors—is appropriate and such as is necessary in view of the peculiar character of the property. If by the method adopted the companies are required to bear no more than their just share of the public burden of taxation, they surely have no ground of complaint. Whether the tax which they pay is appropriated to State purposes alone or to State and county municipal purposes, is a matter which does not

concern them. All taxes, whether levied for State, county or municipal purposes, are State taxes ; they can be imposed by no other authority than that of the State. The State appropriates the proceeds to what purposes it sees fit ; but, however the proceeds may be appropriated, every tax is a State tax. *C. & A. R. R. v. Com'rs of Appeals*, 3 Harr. 71 ; *State, Cam. & Bur. R. R. Co., Pros., v. Cook*, 3 Vroom 338 ; *State, Vreeland, Pros., v. Jersey City*, 14 Vroom 135. If the legislative provision for the taxation of the property of railroad and canal companies is not in contravention of the Constitution, it will stand ; the apportionment of the proceeds of the taxation cannot affect the assessment. The power of apportionment is not limited or affected by the Constitution, and the judiciary has no control whatever over it. The legislature in the act of 1884 takes pains to secure the railroad and canal companies against being required to pay more than their full share of tax. The act provides that if the State Board of Assessors, upon complaint of any company, shall in any case ascertain that the addition of the State tax of one-half of one per cent. to the local rate, as limited by the act, would compel any company to pay more tax than such company would pay if it did not pay that State tax, but did pay full local rates on all its property used for railroad or canal purposes, and its tangible personal property and franchises, without any other exemption than such as would be allowed to an individual citizen on such property, then and in such case, the board shall make such deduction as will make the tax equal to the amount that the company would pay upon all that property, including the franchises, if assessed at full local rates, without any State tax ; and that for the purpose of ascertaining the amount (but for no other purpose), the board may apportion the value of the franchise among the taxing districts. Nor can it be successfully contended that under the act one company may be required to pay a greater proportion of tax for State purposes than another ; for, as before stated, the apportionment does not affect the constitutionality of the tax, and each company is to be assessed upon the same kind of property at precisely the same rate and by exactly the same method of valuation. The assessment for tax for State purposes is to be upon the entire assessed valuation of each railroad and each canal company, as ascertained by the State Board of Assessors.

And here it may be observed that if the legislature may tax the property separately and by a peculiar rule, the peculiar character of which is made necessary in justice to the owners of the property, as well as to those who own other taxable property, in view and by reason of the use to which the property is applied, the fact that only part of the property is taken into account in one of the methods, (i. e., in making up the amount to be paid in respect of county and municipal tax) is of no moment. The tax applied to State purposes and that applied to county and municipal purposes are one tax and are to be so regarded. The act provides that the sum of the estimates or computations for each company shall constitute the tax to be paid by each company. It may be added that no system of taxation can be devised which will be free from criticism, on the ground that, in some way or other, it works unequally or lacks complete uniformity. Said the court, in *State Railroad Tax Cases*, "Perfect equality and uniformity of perfect taxation, as regards individuals, or corporations, or the different classes of property subject to taxation, is a dream unrealized. It may be admitted that the system which most nearly attains this is the best. But the most complete system which can be devised, must, when we consider the immense variety of subjects which it necessarily embraces, be perfect."

The objection is made that under the act only the property mentioned in subdivision II of section 3 (real estate used for railroad or canal purposes, not including main-stem or water-way,) is subjected to assessment for taxation for county and municipal purposes, whereby, it is argued, the companies escape their share of county and municipal taxation in respect of the main-stems or the water-ways, and the tangible personal property in the taxing districts. But if the taxes be but one tax, and the legislature has the right to fix the amount of that tax by the means adopted, it follows that the objection is without actual foundation; for the legislature has the right to say what tax the companies, in view of the peculiar character of their property, shall pay, and in what way it shall be assessed, provided it makes the assessment under general laws and by uniform rules according to the true value of the property. To hold otherwise would be to hold that the legislature is bound to tax all property

at the same rate and in the same way, without regard to the use to which it is put.

To summarize the views above presented : The power of taxation is in the legislative branch of the government alone. It is unbounded except as it may be limited by constitutional restraint. A law which taxes a class of property separately is not unconstitutional if it embraces all property of that class and applies to it uniform rules and taxes it according to its true value. The constitutionality of such a law is to be determined in the same way in which it would be determined if the property taxed were the only property taxed in the State.

It is manifest from the provision that the companies shall not be required to pay more tax for all purposes under the act than they would be required to pay at full local rates, that the act is not liable to the criticism that it selects the property of two classes of corporations from the mass of similar property, not to put upon it a proportionate part of a general tax, but to charge it with the whole amount of a separate tax ; for, so far from putting upon the property a separate tax, the legislature has carefully provided that it shall not pay any more than it would pay if taxed at precisely the same local rates as other property, without any taxation for State purposes. Moreover it may be remarked, railroad and canal companies are not the only corporations which are required to pay taxes for State purposes. Another act of 1884 entitled, "An Act to provide for the imposition of State taxes upon certain corporations and for the collection thereof," requires other corporations to pay license tax to the State upon their franchises.

And here it will not be out of place to speak as to the taxability of franchises. They are undoubtedly property and as such are taxable. Burr. on Tax., Sec. 85 ; *Society for Savings v. Coite*, 6 Wall. 594 ; *State Railroad Tax Cases*, 92 U. S. 575. The act provides that the State Board of Assessors shall ascertain the value of the franchises separately. They are to ascertain their true value. They have a value which can be estimated. *State Railroad Tax Cases*, *ubi supra*.

There is no substance in the objection that the law in question contravenes the provision of the 14th amendment to the Federal Constitution, that no State shall deprive any person of life, liberty

or property without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws. The act provides that a hearing be given to the companies interested touching the valuation and assessment of the property and for a review of the assessment by the board upon complaint of any company or person aggrieved, or of the Attorney-General, or of any member of the board in behalf of the State, that the property is assessed too low or that property has been omitted, and for the correction thereof by the board as shall seem just; and that if such complaint be by the Attorney-General or a member of the board, there must be notice to the company or person to be affected by the proceedings. The act also provides that any company or person assessed, or the Attorney-General in behalf of the State, the State may contest by *certiorari* the validity or amount of any tax levied under the act, and that upon the writ relief may be had as well in cases where it is claimed that the amount of tax is excessive or insufficient as in cases where it is claimed that the principle upon which the assessment is made is erroneous. This present proceeding is an illustration of the extent to which and the thoroughness with which such matters may be litigated. Without entering upon the question raised upon the hearing whether artificial persons are within the scope of the 14th amendment to the Federal Constitution, it is enough to say that in the Supreme Court of the United States it has been held that laws similar to that under consideration are not in violation of the provisions of that amendment. In *Davidson v. New Orleans*, 96 U. S. 97, (1877), it was held that whenever by the laws of a State or by State authority, a tax assessment, servitude or other burden is imposed upon property for the public use, whether it be for the whole State or some more limited portion of the community, and those laws provide for a mode of confirming or contesting the charge thus imposed, in the ordinary courts of justice with such notice to the person, or such proceeding in regard to the property as is appropriate to the nature of the case, the judgment in such proceedings cannot be said to deprive the owner of his property without due process of law. And the same doctrine was affirmed in the *Kentucky Railroad Tax cases*, 115 U. S., 321, (1885.) In that case it was insisted that the law of

Kentucky made an unjust and unconstitutional discrimination against railroad companies and their property, because such property, though called real estate in the legislation, was classed by itself as being distinct from other real estate, such as farms and city lots, and subjected to different means and methods for ascertaining its value for purposes of taxation, which methods differed also from those which were applied to the property of corporations chartered for other purposes, such as bridge, mining, street railway, manufacturing, gas and water companies. And it was urged that such discrimination and difference were in violation of the rights of the railroad company under that clause of the 14th amendment which provides that no State shall deny to any person within its jurisdiction the equal protection of the laws. The court said, on this point, that there was nothing in the constitution of Kentucky which required that taxes should be levied by uniform method upon all descriptions of property; but the whole matter is left to the discretion of the legislative power, and that there is nothing to forbid the classification of property for purposes of taxation and the valuation of different classes by different methods; that the rule of equality in respect to the subject only requires that the same means and methods be applied impartially to all the constituents of each class, so that the law shall operate equally and uniformly upon all persons in similar circumstances, and that there is, therefore, no objection to the discrimination made as between railroad companies and other corporations in the methods and instrumentalities by which the value of their property is ascertained, and that the different nature and uses of their property justify the discrimination in that respect which the legislature has seen fit to make. It may be remarked that in what are known as the San Mateo Case, (8 Am. & Eng. R. R. Cases 1,) and the Santa Clara Case, (9 Sawy. 165,) in the United States Circuit Court for the District of California, the adjudication in reference to the 14th amendment was upon a provision of the Constitution of California denying to railroad and other *quasi* public corporations, the same right of exemption from the taxable value of their property of the amount of a mortgage debt thereon which was allowed to others. This discrimination was held to be a denial of the equal protection of the laws. Those cases deal with a constitutional discrimination.

They have no bearing upon the cases in hand to which the authoritative decisions of the United States Supreme Court, above referred to, are pertinent.

It remains to consider the objection that the act is inapplicable to those railroad companies whose charters contain a provision that the company shall pay a State tax of one-half of one per centum upon the cost of the railroad, "provided that no other tax or impost shall be levied or assessed upon said company." By the act "concerning corporations" it is provided that the charter of every company which shall thereafter (that part of the act was passed in 1846) be granted by or created under any of the acts of the legislature, shall be subject to alteration, suspension and repeal in the discretion of the legislature. Every charter granted since the passage of that section is subject to it. A similar provision is contained in most of the railroad charters. It has been held in this court that no irrepealable contract can result from the provisions of a charter which is made in terms subject to alteration, amendment or repeal by the power granting it. *State (M. & E. R. Co. Pros.) v. Miller, collector*, 2 Vroom 521; *State (J. C. & B. R. R. Co. Pros.) v. Jersey City*, Id. 575. The provision in the charter as to tax was merely a declaration that the legislature at the time of passing the charter intended that the companies should not then be chargeable with any other tax than the one-half of one per centum. *Little v. Bowers*, 17 Vroom 300. And those charters being subject to alteration, the provision as to tax contained therein presents no obstacle to the application of the act of 1884 to the property of the companies. By the reservation of the power to alter, the legislature retained the power to tax.

On the hearing of these cases this court declared that it would not hear argument at that time upon the subject of the liability of companies claiming to have irrepealable contracts protecting them from the operation of the act. But four of the prosecutors, viz.: The Morris Canal and Banking Company, The Morris and Essex Railroad Company, The Paterson and Hudson River Railroad Company and The Paterson and Ramapo Railroad Company claim to have such contracts. The judgments of the Supreme Court, in all the cases except those in which those companies are prosecutors, should be reversed and the records

remitted to the Supreme Court to be proceeded upon according to law. In those cases the records should be retained for argument upon the question reserved as to whether those companies have such irrepealable contracts.

OPINION BY JUSTICE DEPUE.

Depue, J.—The writs of certiorari in these cases brought to the Supreme Court for review the valuation and assessment of the property of the several prosecutors, consisting of real estate used for railroad purposes, tangible personal property and franchises, made by the State Board of Assessors, and the taxes assessed thereon by the said board for the year 1884, pursuant to the provisions of an act of the legislature, approved April 10, 1884, entitled "An act for the taxation of railroad and canal property." P. L. 1884, p. —.

Some of the prosecutors have irrepealable charters. The court directed the argument as to the effect of the act of 1884 upon charters having an irrepealable quality to stand over until the next term. The charters of the greater part of the prosecutors are such as contain a provision for the payment to the State annually of a certain sum—as, for instance, a *per centum* on cost or capital stock—with proviso that no other tax or impost should be laid or levied on them, and a clause reserving to the legislature the power of altering or repealing the charter. These corporations have no contract with the State on the subject of taxation. The only semblance of a contract there is under such a charter is on the part of the company to pay the sum named in its charter as a condition on which its corporate franchise was granted. The proviso that other taxes shall not be imposed is a mere legislative concession, revocable at the will of the legislature, and rescinded whenever the legislature, in the exercise of its power of taxation, subjects such corporations to other or additional taxation. *State, M. and E. R. R., v. Comm'r*, 8 Vroom, 228; 9 Id., 472; *State, Little Bros., v. City of Elizabeth*, 18 Id. These corporations, in virtue of the reserved power of alteration, or repeal, are liable to taxation the same as private persons, and are equally entitled to dispute the validity of the law by which

taxes are imposed as not being a constitutional exercise of the power of taxation.

The tax laid by the act of 1884 is a tax upon property. The act is entitled "An act for the taxation of railroad and canal property," and the provisions in it which designate the subjects of taxation, the mode of assessment, and valuation thereof, and the computation of the taxes thereon, indicate taxation on property as the purpose of the act. The tax to be assessed and levied has none of the qualities of a tax *in personam*—none of the characteristics of indirect taxation for franchise. The franchises of the corporations comprised in this act are made taxable on the true value thereof as property, and as part of the property of such corporations. The counsel on both sides discussed the case on the assumption that taxation, by the act of 1884, was taxation upon property, and in that view I concur. The inquiry which arises, therefore, is whether the taxation provided for by the act of 1884 is in compliance with the provision introduced by the amendments of 1875, that "property shall be assessed for taxes under general laws and by uniform rules, according to its true value." Const., Art. IV., Sec. 17, p. 12.

The theory of our government is, that the sovereign power of taxation is unlimited, except as qualified or restrained by constitutional limitations,—that this power of taxation consists primarily in the power to select and classify the persons or property which shall be made the subjects of taxation, and when the classes or persons or kind of property set apart for taxation have been designated, then to apportion the tax among those of the class which is to bear the burden upon the principle of uniformity—that where the burden is common there shall be a common contribution to discharge it. *State v. Parker*, 3 Vroom, 426; *State v. Township Committee of Readington*, 7 Id., 66. The problem for consideration is, how far the constitutional prescription that "Property shall be assessed for taxes under general laws and uniform rules, according to its true value," has restrained the power of the legislature in the selection and classification of property for the purpose of taxation."

In the distribution of the powers of government the power of taxation is lodged in the legislative branch. For an unwise,

unjust, oppressive or unnecessary exercise of that power by the legislature there is no redress except by an appeal to the people. So long as constitutional limitations are not exceeded, or the constitutional rights of the citizen are not violated, the legislature is the supreme authority, which the court as well as others must obey. Cooley on Taxation, 2d Ed., pp. 43-45. But the same plan of government which lodges the power of taxation in the legislative department of the government has conferred upon the judiciary the power, and has imposed upon that branch of the government the duty, to determine whether the legislature, in the method of taxation adopted by it, has exceeded constitutional limitations, or invaded the constitutional rights of citizens. Every intendment will be made in favor of the legislative act that is permissible, and any construction which is within rational bounds will be resorted to in the endeavor to harmonize the legislative plan with constitutional limitations. But if, on an investigation conducted in this spirit, it be found that the legislative act is in violation of constitutional limitations, or an infringement upon constitutional rights of those who are made the subjects of taxation, the duty of the judiciary in the premises can neither be cast off nor evaded.

The constitutional provision invoked relates only to taxation upon property. It leaves unimpaired that branch of the taxing power which consists of the imposition of indirect taxes for the exercise of franchises or the pursuit of business, trades or occupations. Over this subject the discretion of the legislature is unrestrained, save only by the need of conforming to that essential quality of taxation, that when a class of persons or things is selected for taxation, the tax must be imposed upon individuals of the class under a rule of uniformity.

Nor does this constitutional provision require the taxation of all property which is legitimately the subject of taxation. On that construction, the argument of Mr. Collins, who appeared in this suit for the several municipalities, and contended in their behalf that by force of this constitutional provision the property of these companies became subject to taxation in the several taxing districts of the State, in common with other property in those districts, would be irresistible. The second section of the General Tax act of 1866 (Rev. 1150), and the enacting clause of

the act of 1878 (P. L. 1878, p. 61), in designating the property to be taxed, were comprehensive enough to embrace the real and personal property of all railroads and canals. The taxation of such property was taken out of the provisions of these acts by section five of the act of 1866, and the proviso in the act of 1878. The constitutional provision being self-executing, and, *propria vigore*, abrogating all special legislation on the subject (State, North Ward Bank Pros. v. Newark, 10 Vroom, 380; 11 Vroom, 558), and making void all such legislation in the future, it is difficult to see how, in the light of the decisions of our courts, the exemption in the fifth section of the act of 1866, of corporations having repealable charters from taxation on real and personal property, or that contained in the proviso in the act of 1878, could stand consistently with a constitutional requirement of such import. If special charters may be repealed by a general law, as was held by this court and the Supreme Court in State (M. & E. R. R. Co.) v. Commissioner of Taxation, 8 Vroom, 228; 9 Id. 472, much more clearly would the same result be effected by a self-executing constitutional provision, which, as the supreme law of the land, must operate to efface from the statute book every legislative act repugnant to its provisions.

But I do not assent to this interpretation of the constitutional provision. The power of taxation is not derived from a constitutional grant. Immediately upon the organization of the colony as a free and independent government and the establishment of a legislative department of the government, the Legislature was, *ipso facto*, invested with the power of taxation by a fundamental principle of government derived from the mother country, that taxation is a legislative act, and is necessarily inherent in the legislative branch of the government. Neither of our State Constitutions nor the amendments of 1875 contains any grant of the power to tax. The only provision on that subject is the amendment under discussion, and that is a restriction on the power of taxation which the Legislature possessed from the organization of the government. And it is a fundamental doctrine in the interpretation of constitutional limitations derogatory to the powers of a co-ordinate branch of the government that construction should not be pushed beyond a fair and reasonable interpretation of the letter of limitation.

The framers of the constitutional amendments, recognizing the reasonableness of exempting churches, charitable institutions and institutions of learning from taxation, and the wisdom and justice, in some instances, of indirect taxation, as by taxes on franchises, trades or occupations, with the General Tax Act of 1866, which did exempt religious, charitable and educational institutions and corporations from taxation upon property, and the Railroad Taxation Act of 1873, which laid a tax upon franchises, before them, seemed to have avoided that expression in the constitutional amendment which would readily have occurred to them if they designed a constitutional provision which would require all property to be taxed. The provision adopted and recommended to the Legislature, and approved by the Legislature and the people, does not require that construction. It interdicted taxation on property unless under general laws and by uniform rules, and according to true values, but left unimpaired the power of the Legislature, by proper classifications, to designate the property which should be brought under a property tax. The Supreme Court so held in *State v. Yard*, 13 Vroom 357, and in *Stratton v. Collins*, 14 Id., 562, and in that construction of the constitutional provision I concur. But with the selection of the property to be taxed the power of the legislature to discriminate ends. The rule of uniformity prescribed for taxation prevents property from being classified and taxed as classed by different rules. *Township of Pine Grove v. Talcott*, 19 Wall., 666, 675; *Gilman v. City of Sheboygan*, 2 Black, 510, 518.

In the next place, the constitutional provision does not touch the machinery by which taxes shall be assessed or collected. Every system of taxation consists of two parts—the one relating to the assessment (the designation of the persons or things which shall be the subjects of taxation and the apportionment of taxation among such persons or things in the ratio prescribed by law), the other the collection of taxes by the enforced payment thereof. The constitutional provision in question relates only to the assessment of taxes, and in that respect concerns only such equalization of the burden of taxation as would result from the designation of the property which shall be the subjects of taxation and the apportionment of the taxes thereon under general laws and by uniform rules, according to its true value. The mere

machinery by which taxes shall be assessed or collected is left in legislative discretion. *Trustees of Public Schools v. The City of Trenton*, 2 Stew. 668. A railroad or canal is a peculiar kind of property, and the appraisement and valuation of such property, including the rolling stock, property used in transportation, and franchises as a unit, by a State Board of Assessors, instead of an appraisal of it by local assessors in detached parts, would be indispensable in estimating such property at true value, which is the basis of taxation under the constitutional provision. A law providing for such an appraisement and valuation of all railroads and canals, and the apportionment of the valuation thereof among the proper taxing districts, to be taxed by local assessors in common with other taxable property, or providing for the entire process of laying the taxes and the collection thereof by State officers by a sale in its entirety of the property assessed, would be a general law in compliance with the constitutional requirement that property should be assessed for taxes under general laws.

But the constitutional provision does not stop with the requirement that property should be assessed for taxes under general laws. It adds the further prescription that the assessment should be by uniform rules and at true values. The object of this constitutional provision was two-fold—the equalization of the burden of taxation in the apportionment of taxes for State purposes among the several counties, and of taxes for State and county purposes among the minor taxation districts, in which all taxes are in fact levied and collected, and also the equalization of the burden upon all those who are subject to taxation in the political division for the use of which taxes are laid—in the State if for State purposes; in the county if for county purposes, and in the minor political divisions—townships, cities or wards—if for municipal or local purposes. By uniform rules is meant uniformity in the standard of valuation and rate of taxation. How that uniformity shall be attained will depend upon the purpose for which the particular tax is laid. If it be for State purposes, it must be at the rates of taxation uniformly applied in the State in taxation for State purposes; if for county or municipal purposes, at the same rate at which property is taxed for such purposes. *State, Vail's Ex'rs., v. Runyon*, 12 Vroom 99. As was said

by Mr. Justice Dixon, the constitutional provision requires and is satisfied by such regulations as would impose the same percentage of its actual value upon all taxable property in the township for township purposes, in the county for county purposes, and in the State for State purposes. *Stratton v. Collins*, 14 Vroom, 563.

That part of the act of 1884 which provides for taxation on the property of railroad and canal companies not used for railroad or canal purposes is not in dispute. The controversy relates solely to the taxation of property used for those purposes. The act provides in section three that property of that description shall be assessed by a State Board of Assessors, and at true value, and that the board should in such ascertainment ascertain separately—

I. The length and value of the main stem of each railroad, and of the water-way of each canal and the length of such main stem and water-way in each taxing district ;

II. The value of the other real estate used for railroad or canal purposes in each taxing district in this State, including the road-bed, (other than main stem) water-ways, reservoirs, tracks, buildings, water tanks, water works, riparian rights, docks, wharves and piers, and all other real estate, except lands not used for railroad or canal purposes ;

III. The value of all the tangible personal property of each railroad and of each canal company ;

IV. The value of the franchise.

Upon the entire assessed valuations of the property in these sub-divisions an annual State tax is laid at the rate of one-half of one per cent. Besides the State tax an additional tax is laid upon the property named in sub-division II., for the benefit of the several taxing districts at the local rates at which other property is assessed in such taxing districts for county and municipal purposes ; but it is provided that in no case should the last mentioned rate exceed one per cent., and it is further provided that, in case the State tax of one-half of one per cent., and the local tax as limited in the act would compel any company to pay more tax than the tax such company would pay if it did not pay the State tax but did pay full local rates on all the property and franchises mentioned in section three, without any other exemptions than would be allowed to an individual citizen on such property, such deductions

should then be made as would make the tax equal to the amount such company would pay on all the property and franchises mentioned in section three if assessed at full local rates, without any State tax.

The rate fixed by the act for local taxation upon that part of the companies' property used for railroad and canal purposes made liable to such taxation is manifestly a departure from the constitutional rule. In taxing districts where the rate of taxation for county and municipal purposes exceeds one per cent., the limitation of the tax on these companies to one per cent. produces a discrimination in assessing taxes, prejudicial to other taxpayers in such districts, and is in violation of the constitutional rule of uniformity. It is said that, the discrimination being in favor of the prosecutors, they cannot avail themselves of that fact to annul the tax assessed against them. If the legislative power to lay the tax was not in controversy and the objection was simply for inequalities in the execution of the law, the objection would not be heeded. But that presentation of the case does not correctly represent the position in which the matter is placed before the court. Taxes have been assessed against the prosecutors, the collection of which is about to be enforced. They dispute the validity of the law under which the taxes were laid and if they present legal grounds for sustaining their contention, the court cannot refuse relief on any notion of the propriety or reasonableness of the conduct of parties. The prosecutors say that under their charters and the laws antecedent to the act of 1884 they were exempt from local taxation on this part of their property, and they insist that that exemption has not been taken away by the act of 1884, because of the non-conformity of that law to constitutional requirements. It is the prerogative of every citizen and taxpayer to say to the government, tax me according to law or not at all; and it would be no response to the assertion of that prerogative to reply, if you had been taxed according to law you would have fared worse.

To avoid recurring to this subject again, I may say here, in response to the argument so freely used, that these companies are still a favored class in the matter of taxation; that that fact would be a substantial objection to this law on constitutional grounds; for, as it seems to me, it would be impossible to sustain the law as being constitutional as applied to these prosecu-

tors, and pronounce it to be unconstitutional when other persons upon whose property taxes have been assessed make resistance on the ground that the taxes assessed upon their property have not been laid upon all property liable to be assessed for taxes by a uniform rule. In *State v. Yard*, 13 Vroom 357, and in *Stratton v. Collins*, the constitutional question was raised by persons whose property had been assessed, on the ground that other property not assessed should have been brought in and subjected to taxation in common with their property and at an equal rate.

The tax levied on the prosecutors for State purposes is a State tax, and is laid exclusively on the property of the prosecutors. The rate of tax fixed by the act is one-half of one per cent., subject to a certain adjustment which I will refer to presently.

I have already said that uniformity in the rate of taxation is determined by the territory or political division for the use of which the tax is laid—that the constitution requires the same percentage of actual value upon all taxable property in the township, if for township purposes, in the county, if for county purposes, and in the State, if for State purposes. That is the principle enunciated in *Stratton v. Collins*, and sustained by an unvarying line of judicial decisions. The method of laying State taxes in this State is by an equal percentage upon all the taxable valuations in the State, and the apportionment of the amount to be raised among the several counties in the ratio of taxable valuations in each, for assessment and collection, as other taxes are assessed and collected.

At the time the act of 1884 was passed the act of 1881, laying a State tax for the support of schools, was in force. The tax laid by that act was laid, as I have mentioned, by an apportionment among the several counties in proportion to the amount of taxable real and personal property in each, to be assessed and collected in the manner in which other taxes were assessed, levied and collected. Acts 1881, p. 120. By these two acts—the act of 1881 and the act of 1884—we have this situation of affairs: Two State taxes, the one levied exclusively on the taxable valuations of the property of railroad and canal companies, the other exclusively upon the other taxable valuations in the State. These two systems of taxation cannot stand together or be brought into harmony with uniformity in the rules of taxation. That they will

inevitably produce inequality of rates in taxation is apparent. That in fact they bring about that result is demonstrated by a few figures taken from the report of the State Comptroller for 1885. The total valuation of real and personal property in the State (other than railroad or canal property) on which the State school tax was laid was \$554,828,114.34. The State tax raised thereon was \$1,424,244.00, and the rate of taxation to raise that sum was a small fraction over two-and-a-half mills on each dollar. The valuation of the real and personal property of railroad and canal companies, as assessed under the act of 1884, was \$140,236,605.43. The tax for State purposes on that property was \$701,182.05, and the rate of taxation was five mills on each dollar. The gross amount of taxable valuations of real and personal property in the State, including the real and personal property of railroad and canal companies, was \$695,064,719.76. The State school tax and the tax on the real and personal property of these companies aggregated \$2,125,426.05, and, laid on the gross valuation of property in the State, would require a tax a small fraction over three mills (3 6-100 mills) on each dollar.

But it is said that the rate of taxation named in the act of 1884 was so adjusted by the twelfth section as to secure equality in the rates of taxation both for State and local purposes. The plan adopted by that section is, that in cases where the State tax and the local tax exceed the tax the companies would pay, if taxed at local rates upon all their property, used for railroad or canal purposes, such deduction should be made as would make the tax equal to the amount such company would pay on all its property and franchises if assessed at full local rates without the State tax.

This plan of adjustment is plainly inefficacious to secure equality and uniformity in the rate of State taxes. Local rates are determined by that percentage on taxable valuations in the locality which is necessary for all the local purposes for which such tax is required to be laid—the expenses of local government, the supply of water, the expenses of police and fire departments, the cost of erecting school houses, the cost of public improvements above assessments for benefits, the interest or principal of municipal indebtedness, and the like—and vary with the extravagances or misfortunes in conducting local governments. The

State school tax for 1884 was raised by a rate of two and a-half mills—one-quarter of one per cent. The local tax rate for the same year in Newark was 2.03 per cent.; in Orange, 2.62, and in Jersey City, 2.98. A uniform rate of taxation for State purposes can be obtained only on a ratio of the tax to be raised to the taxable valuations in the State.

But I need not pursue this matter further. As I understand the views of the majority of the court, it is not claimed that the act of 1884 provides for taxation, either for State or local purposes, on a rule uniform with that on which taxes, State or local, are laid under the General Tax Act of 1866. The position taken is this—that the constitutional provision allows a classification of property for taxation under general laws, and that upon such a classification the rule of uniformity prescribed by the Constitution is complied with if the tax be laid upon property within the classification of an equal percentage, without regard to the rate of taxation upon other taxable property in the State—that local taxes may be laid on property in the classification at one rate and upon other property at a different rate, and State taxes be levied with the same diversity in rates, provided only that a uniform rate be observed in the tax upon property within each class; and that property used for railroad and canal purposes may be segregated into a class and subjected to taxation at any rate that may be prescribed by the legislature.

The power of discrimination asserted in this proposition may well challenge the closest scrutiny. The classification made by the act of 1884 is either upon the use which is made of property or upon the ownership of it. On the principle adopted, lands used for agricultural purposes, city lots, lands improved or unimproved, timber, mining or mineral lands, mills and lands used for manufacturing purposes, and the implements used in agriculture or in the various branches of mechanical pursuits, may be set apart into classes and taxed at any variety of discordant rates, provided uniformity of rate be observed within each particular class. Indeed, the capacity which lies within the doctrine of classification is aptly illustrated in this case. A classification which sets apart indispensable parts of the structure of a railroad, as cuts, embankments, switches, turnouts, engine houses and freight depots from the main stem, if beyond the one hun-

dred feet prescribed as the width of the main stem, and puts those parts into a class to be taxed separately for local uses, is regarded as a legitimate classification.

The authority pressed upon the attention of the court with the most confidence as justifying this construction of our constitutional provision, is the decision of the Supreme Court of the United States in the State railroad tax cases reported in 96 U. S. Rep., (2 Otto,) 573. The tax in that case had been laid under a statute of Illinois, which provided that the entire taxable property of railroad companies should be ascertained by the State Board of Equalization, and that the State, county and city taxes should be collected within each municipality on this assessment in the proportion the length of the road in such municipality bears to the whole length of the road within the State. The rule for the apportionment and assessment adopted was uniform in its action on all railroad companies, but was not uniform with the method by which other property was taxed under the general tax laws. The question before the court was whether this mode of taxing railroad companies was consistent with section one of article nine of the Constitution of Illinois, which is in these words :

“Section 1. The General Assembly shall provide such revenue as may be needful by levying a tax by valuation, so that every person and corporation shall pay a tax in proportion to the value of his, her or its property,—such value to be ascertained by some person or persons, to be elected or appointed in such manner as the General Assembly shall direct, and not otherwise ; but the General Assembly shall have power to tax peddlers, auctioneers, brokers, hawkers, merchants, commission merchants, showmen, jugglers, innkeepers, grocery keepers, liquor dealers, toll bridges, ferries, insurance, telegraph and express interests or business, venders of patents, and persons or corporations owning or using franchises and privileges, in such manner as it shall, from time to time, direct by general law, uniform as to the class upon which it operates.”

The court sustained the tax upon the peculiar features of the State Constitution, which expressly excepted certain classes of persons and things, among which were persons or corporations owning or using franchises and privileges out of the general

equality clause, and adopted a special equality clause for taxing such persons or things by providing that they should be taxed in such a manner as the Legislature should from time to time direct by general law, uniform as to the class upon which it operated.

Mr. Justice Miller, in delivering the opinion of the court, placed the decision distinctly on that discrimination in the constitutional provision, "because," as he says, "the latter part of the section in express terms authorizes the Legislature to tax persons and corporations owning or using franchises in such manner as it shall from time to time direct, by general law;" and the only restriction on the power, as applied to this class, is that it shall be "uniform as to the class upon which it operates." He then adds: "There can be no doubt that all the classes named in this clause * * * are taken out of the general rule of uniformity prescribed by the first clause, and the only limitation as to them is that of uniformity as to the class upon which the law shall operate."

In this respect the Constitution of Illinois and the Constitution of this State are totally dissimilar. Our Constitution makes no discrimination in the property which the Legislature has subjected to taxation, with respect to the rules by which it shall be taxed. The rules must be uniform, whatever method may be adopted in making the assessment, and in the machinery by which the tax is assessed, laid or collected. The case cited is no precedent for the construction of our constitutional provision.

Another precedent cited with a great deal of confidence is the case known as *The Kentucky Railroad Tax Cases*, reported 115 U. S. Rep., 321. The complaint in that case was of a statute which discriminated against railroad companies in the fact that railroad property, though called real estate, was classified by itself, distinct from other real estate, and different means were provided for ascertaining its value for the purpose of taxation; and the protection of the Fourteenth Amendment of the Constitution of the United States was appealed to for relief. The court denied relief on the ground that no constitutional provision of the State of Kentucky had been violated. Mr. Justice Matthews, who read the opinion of the court, puts the decision on the ground (to quote his own language) that "There is nothing in the Constitution of Kentucky that requires taxes to be levied

by a uniform method upon all descriptions of property. The whole matter is left to the discretion of the legislative power, and there is nothing to forbid the classification of property for purposes of taxation, and the valuation of different methods. The rule of quality in respect to the subject only requires the same means and methods to be applied impartially to all the constituents of each class, so that the law shall operate equally and uniformly upon all persons in similar circumstances." This case is simply an elucidation of the general doctrine that where the power of the legislature is not restrained by express constitutional limitations, the designation of property to be taxed and the manner of taxation are matters within the discretion of the legislature. It is a precedent irrelevant to the construction of express constitutional limitations upon the legislative power of taxation. *Union Pacific v. Cheyenne*, 113 U. S. Rep., 517, is a case of the same import. The court held that a statute for assessing and taxing the property of railroad and telegraph companies as a whole, and distributing it ratably among the different counties and the several taxing districts in proportion to the number of miles in each, was valid. The tax was laid in the Territory of Wyoming, and there was not there any express constitutional restraint upon the power of taxation.

Another class of cases cited from Federal and State Courts is also inapplicable to this subject. I refer to decisions on the legislative power of indirect taxation by taxes on privileges, franchises, trades and occupations and excise duties, of which *Society for Savings v. Coite*, 6 Wall, 594; *Head Money Cases*, 112 U. S. Rep. 580-594; *Com. v. Cary Imp. Co.*, 98 Mass., 19; *Youngblood v. Sexton*, 32 Mich., 406; *New Orleans v. Kauffman*, 29 La. Ann., 283; *Kittatinny Coal Co. v. Com.* 79 Penn. State, 109, are types. This branch of the legislative power of taxation is universally admitted not to come within the equality clauses in constitutional provisions relative to taxation upon property; and in constitutions which simply provide that all taxation shall be equal, a distinction is made between taxes on property and taxes on franchise, occupations and pursuits, for the reason that in property there is always present the element of market value as the basis on which equality in taxation can be attained by the application of a uniform rate on such values. But in franchises,

trades or occupations, there is no element of value in common, and hence the rule of equality is not violated by taxation on these subjects by a rule which is uniform as to each class. The cases on this subject are cited by Mr. Justice Cooley in discussing the constitutional provisions of the several States. Cooley on Taxation (2 ed.), pp. 176 to 200, and on page 379.

It may also be remarked that in State N. J. (Southern R. R. Co.) v. Railroad Comm'rs., 12 Vroom, 235, and State Central R. R. Co. of N. J., v. Mutchler, Id. 96, no constitutional question was raised or considered. The first case was submitted on briefs, which appear in the printed report of the case, and neither in the reasons filed nor in the argument of counsel was any constitutional question presented. Nor was any question of that character raised by counsel or considered by the court in the other case, and in that case the company was exempt from taxation such as that from which it was relieved by its charter and by the general tax act of 1886, irrespective of the act of 1873. The State v. Township Committee of Readington, 7 Vroom 66, was decided before the constitutional amendments were adopted or framed.

With the exception of the decisions upon the peculiar language of the constitution of Illinois, the precedents in State and Federal courts on express constitutional limitations upon the powers of taxation designed to secure equality in taxation are uniformly against any discrimination in taxation upon property. In Ohio the constitutional provision is that "Laws shall be framed *taxing, by a uniform rule*, all moneys, credits, investments," &c., "and all real and personal property according to its true value in money." The Supreme Court of Ohio, in a case so often quoted, in construing the language "taxing by a uniform rule," said: "Taxing by a uniform rule requires uniformity not only in the rate of taxation, but also uniformity in the mode of assessment upon the taxable valuation." * * * "But this is not all. The uniformity must be co-extensive with the territory to which it applies. If a State tax, it must be uniform all over the State; if a county, town, or city tax, it must be uniform throughout the extent of the territory to which it is applicable. But the uniformity in the rule required by the constitution does not stop here. It must be extended to all property subject to taxation, so that all property

must be taxed alike—equally—which is taxing by uniform rules.” *Exchange Bank v. Hines*, Ohio St. R. 1-15. The constitutional provision in Wisconsin is, “that the rule of taxation shall be uniform and taxes shall be levied upon such property as the legislature shall direct.” The charter of the city of Janesville provided for an annual tax upon all the property in the city subject to taxation, not exceeding one per cent. for current expenses, and such additional taxes for roads, bridges, and the support of the poor as the common council might deem necessary. Within the corporate limits of the city, but outside of the recorded plat of the original village of Janesville, was a large quantity of farming or agricultural lands. By a subsequent act of the legislature it was provided that lands used, occupied or reserved for agricultural or horticultural purposes should not be taxed for city purposes beyond one-half of one per cent., nor for roads, bridges and support of poor more than one-half as much per dollar as should be levied for such purposes on property within the recorded village plat. This latter act was held to be unconstitutional, as being in violation of the constitutional rule of uniformity. *Knowlton v. Supervisors of Rich Co.*, 9 Wisconsin 410. In a later case in the same court a city charter provided for taxation upon real and personal property, and in one section gave the common council power to lay and collect a tax on all the lots and land in the city, not including any improvements thereon, to pay the city’s bonded debt. This section was held to be in violation of the constitutional rule of uniformity. Mr. Justice Lyon, in the opinion of the court, said, “The true doctrine unquestionably is, that while the legislature may by law exempt certain specific property or classes of property from taxation, such exemption, to be valid and operative, must be absolute and total. The legislature has no power to exempt property from one tax, or from taxation for one purpose, and hold it liable to taxation for other purposes; and this for the reason already indicated, that it is impossible to do so without violating the rule of uniformity which the constitution requires the legislature to observe.” *Hale v. City of Kenosha*, 29 Wis. 599-604.

The Supreme Court of the United States, dealing with a statute of the same State, empowering a city to lay a tax for a particular purpose on real estate exclusively—real and personal estate

being taxed for other purposes—held it to be unconstitutional, and Mr. Justice Swayne, in the opinion of the court, said that “It was beyond the constitutional power of the legislature to make any discrimination. Property must be wholly exempted or not exempted at all. No partial exemption or discrimination is permitted. To impose certain taxes exclusively upon one class of taxable property is as much a discrimination as to vary the rates of the same or other taxes upon different classes of property.” *Gilman v. The City of Sheboygan*, 2 Black 519.

In a later case the same learned judge, speaking of the constitutional provision of the State of Michigan, that the legislature shall provide a uniform rule of taxation except as to property paying specific taxes, said: “The object of this provision was to prevent unjust discriminations. It prevents property from being classed and taxed as classed by different rules. All kinds of property must be taxed uniformly or be entirely exempt.” *Township of Pine Grove v. Talcott*, 19 Wall. 666–675. The decision of the court in *Cummings v. National Bank*, 101 U. S., 154 though directed against systems of valuation intended to operate unequally, has a direct application to laws which are so framed as to produce that inequality.

These decisions establish the principle by which constitutional provisions designed for the protection of property from unequal taxation must be construed.

The endeavor in this case is to take constitutional limitation out of this rule upon the words “under general laws.”

The words “general laws” were brought into prominence by the peculiar provisions of paragraph 11 of section VII of article IV of the amended constitution, which provides that the legislature shall not pass private, local or special laws in certain enumerated cases, as for instance, regulating the internal affairs of towns and counties, but shall provide therefor by general laws. The place this expression has in this paragraph is totally unlike that which it occupies in the paragraph on the subject of taxation. In paragraph 11 the only restriction on the legislative power is that it shall legislate by general laws, and when a classification by a general law is once made, the power of the legislature to legislate over that class is unlimited. In paragraph 12, relating to taxation, an additional restriction is added. The

mandate is that property shall be assessed for taxes under general laws and by uniform rules at its true value. A construction which gives a controlling effect to the words general laws practically excinds the other member of the sentence ; for, independent of the constitutional prescription, it was an essential quality of taxation that, when a class of persons or things was selected for taxation, the burden must be distributed among the members of the class on the rule of uniformity.

In the construction of constitutions, as well as of statutes, it is a cardinal principle that words are to be taken in their natural and ordinary sense, and that every word shall have a part, if possible, in declaring the intention of the maker. The words "under general laws" in this paragraph can have full scope and operation without detracting from the effect of the other words in it. I have already said that, for the purpose of assessment and valuation, and even the completion of the whole process of taxation upon railroad and canal property, the act of 1884 is for that purpose a general law. It accomplishes the purpose contemplated by the Constitution by securing the true value of property which otherwise would be valued inadequately. It fulfils the purpose of the Constitution in requiring the assessment of taxes under general laws, in order that special modes of assessment and valuation which might produce inequalities in taxation should not be resorted to. But the words "under general laws" cannot be permitted to control the whole sentence of which they are only part without overriding a fundamental rule of construction.

A construction which conforms to proper rules, at the same time, will secure the object of such constitutional restrictions are presumed to have been adopted to promote equality in taxation, which can be secured only by the application of uniform rates of taxation to property at the true values. The language of this constitutional provision, giving words their natural meaning and the sentence a grammatical construction, can be made to signify nothing else. If the language had been that property shall be assessed for taxes under general laws by uniform rules according to its true value, it would be possible, by a refinement of construction, to impute this meaning that all that was required was that property should be classified for taxation, and then taxed by

rules uniform as between members of the same class. But the paragraph as inserted in the Constitution is given a complex form by the conjunction of the two members of the sentence in the use of the word "and," which lexicographers define to signify "that a word or part of a sentence is to be added to what precedes." Webster's Dic., "and." Property is to be taxed "under general laws," *and* "by uniform rules according to its true value." Both the constituent parts of the sentence "general laws," *and* "uniform rules" are made essential to a valid act of taxation. A simple reading of the sentence carries with it at once that meaning. Contrasting the language of this paragraph with the proviso in the Constitution of Illinois, or even with the language used in opinions read this morning to express a different construction, will indicate the difference in language and expression necessary to effect that purpose. A constitutional provision expressed in that language, placed alongside of this constitutional provision, would appear to be another and a different instrument.

Under an organic law for taxing property at its true value, there can be no classification except as a means of ascertaining true values. Different kinds of property have different grades of value, but true value is a characteristic of all kinds of property, and peculiar to no one species so as to make it a class by itself. The classification adopted in this act is upon the use to which the property is devoted ; but the use to which property is applied does not alter its true value. An engine is of the same market value in the shop of a manufacturer as when placed upon a railroad track. A locomotive moving a train of cars on the track of a railroad has no characteristic distinguishing it from an engine moving the machinery in a factory, except that one is movable and the other stationery. Passenger cars on a steam railroad track have no characteristic distinguishing them from passenger cars on a horse railroad track, except that the former are more costly and of greater true value. Horses drawing boats for a canal company have no characteristics distinguishing them from horses drawing drays upon the streets of a city. Boats used in transportation upon canals have no peculiarities distinguishing them from boats of the same build used in the carrying business upon the Passaic and the Hudson. The docks along the Hudson

from which ocean steamers and vessels employed in freighting or carrying passengers to domestic ports sail, have no characteristics distinguishing them from the adjacent slips from which the ferry-boats of railroad companies run. The miles of wharves along the Passaic used for the shipping and discharge of freight by private owners or navigation companies are not characterized by any peculiarities distinguishing them from the wharves owned by the canal company, which would put them in one group for one rate of taxation and the canal company wharves into another group for taxation at another rate.

But it is said that the property of these companies possesses peculiar qualities distinguishing it from the property of private individuals or of other corporations, in the fact that it is associated with and is necessary for the exercise of corporate franchises or of the business of operating railroads or canals, and therefore may be disassociated from other property intrinsically of the same nature, for a different sort of taxation, or for taxation at a different rate. Such a mode of taxation is not taxation on property at its true value. It is that method of taxation which can lawfully be resorted to only in the exercise of the power of indirect taxation, by taxation upon franchises, trades or occupations, and this act has none of the features of such a mode of taxation. It is what its title imports—taxation of property. As such, I think the mode in which it is exercised is not in conformity with the constitutional provision.

Mindful of the great importance of this case, and of the public interest in the question involved, I have given the subject a careful and thoughtful consideration. If my investigation has left my mind in doubt, I would defer to the opinions of my associates. But investigation has produced in my mind a conviction that the law is in violation of constitutional restrictions, so strong that I cannot yield my judgment to the opinions of others. The taxation imposed is said to be an equitable and fair method of taxing these companies. It probably is, and the law has been executed by the Board of Assessors with a commendable regard to fairness. But it is not the equity or fairness of the system, but the legislative power to tax by this method, that is brought before the court for decision.

A faulty construction of a statute does a wrong, but the injury

is temporary. The statute may be altered or repealed. The construction of constitutional law is not for a day or an occasion, and the introduction of an erroneous principle of construction is an abiding wrong that will work incalculable mischief. Every citizen holds his rights and his property under the protection of the Constitution, and is interested that at all times and upon every occasion sound rules of constitutional construction shall be laid down and adhered to. In the construction of this constitutional provision every citizen having property has a direct interest. It is a part of the organic law adapted to be a barrier against injustice by unequal taxation. The construction proposed to be put upon it in effect eradicates it from the Constitution, and puts the power of taxation where it was before the amendment was adopted, and even enlarges the power of selection and classification beyond the limits imposed by settled principles of taxation. The right to classify, and to subject property to taxation in classes at such rates and for such purposes as the Legislature may will, affects property of every description and ownership in the State. By this act it is applied to the property of the prosecutors, but who can foretell to what purposes or to what property this doctrine of classification may be extended in the future?

For these reasons, I shall vote to affirm the decision below.

OPINION BY JUSTICE DIXON.

Under "An act for the taxation of railroad and canal property", approved April 10, 1884, taxes were levied in that year upon all property used for railroad or canal purposes under a franchise in this State. The Central Railroad Company of New Jersey, and thirty-three other railroad and canal corporations, sued out writs of certiorari to review the assessments thus made, and thereupon the Supreme Court held the act to be unconstitutional, and for that reason set aside the taxes. Writs of error were then brought on behalf of the State, and the records are now before us. Although it is within the province of this court, on writ of error, not only to reverse or affirm the judgment brought up, but also in case of reversal to render such judgment as should have been entered below if the necessary facts have been settled, yet

upon the argument the court confined the present inquiry to the question in substance whether the judgments of the Supreme Court should stand.

The defendants in error insist that the statute is invalid, because it violates fundamental principles which must be observed in every exercise of the taxing power, because it does not conform to paragraph 12, section VII, article IV of the State Constitution, and because it infringes on the Fourteenth Amendment of the Constitution of the United States.

The general principles of taxation need but slight notice. It is laid down that the power to tax belongs to the legislature and its agents exclusively, and that the courts, in the absence of constitutional restriction, have no control over its exercise, beyond seeing that the will of the legislature is enforced. By this is meant, not that the power of taxation is a limitless power, but only that the legislative authority over the subject, taxation, is absolute. Taxation is a thing capable of definition, the boundaries of which in our system of government are to be ascertained from the history of the English and American peoples, but over the area thus determined the will of the legislature is the supreme law. No doubt impolitic or unjust taxes may be levied, but the only remedy for such impositions is by appeal to the legislature. The courts may decide whether any particular exaction is a tax or not, but if found to be a tax, such as they whose institutions we inherit recognized as coming within the range of the taxing power, it is the duty of the judiciary to uphold the levy, regardless of their own views of its wisdom or equity. The struggle for fairness of taxation must remain in the parliamentary arena, except as it may be removed to some other sphere by constitutional provision.

With regard to the present law, nothing has been urged against it on the general principles of taxation, which may not, with equal force, be urged against it on the words of our constitution, except the assertion that the legislature cannot authorize a levy to be made without first determining how much is needed for governmental purposes and confining the levy to that sum. I know of nothing in the history of taxation which gives countenance to this claim, and therefore pass on to consider the constitutional restrictions.

The State Constitution declares that "property shall be assessed for taxes under general laws, and by uniform rules, according to its true value."

It is clear that the case in hand is subject to this provision ; that it is one wherein property is assessed for taxes. This is manifest both from the title of the statute, "An act for the *taxation* of railroad and canal *property*," and from the body of the law, by which the ownership or possession of *property* is made the sole ground for and measure of assessment. It is necessary, therefore, to ascertain the meaning of this constitutional clause.

The sentence does not import that all the property within the jurisdiction of the taxing body must be assessed. Such an aim has never been attainable by theorists ; such an object has never been sought after by the Legislature of this State ; such an interpretation has never, by any branch of the government, been put upon the provision, and its language does not fairly support such a meaning. This clause was engrafted upon our organic law by amendment adopted September 7th, 1875, when it was still, as it long has been and yet is, an open question among political economists how taxes should be distributed over property so that their burdens may be borne by those best fitted to sustain them, and it is reasonable to suppose that, if there had been entertained a design to settle this question by constitutional edict, the design would have been plainly declared. But such an intention cannot be made apparent on the face of this amendment without adding to it a word, the importance of which the framers could not have overlooked. "Property" and "all property" are not interchangeable terms, and we are not warranted in substituting one for the other. The whole purpose of the sentence appears to be to define the mode in which property shall be dealt with when it is assessed for taxes. It requires three things in such assessments : First, that they shall be made under general laws ; secondly, that they shall be made by uniform rules ; thirdly, that they shall be made according to the true value of the property assessed. The signification of these three clauses will afford us the proper tests of the validity of the statute under review.

First. What are general laws ?

Since the expression, general laws, became prominent in our theories of constitutional construction, it has been on all hands

agreed, that a law operating equally throughout the State, and embracing all of a group of objects which naturally form a class by themselves, or which are fairly classified by the legislature, for legislation touching the basis of classification, is a general law. This principle was enunciated by the Chief Justice in *Van Riper v. Parsons*, 11 Vroom 1, and is now firmly imbedded in our jurisprudence. For present purposes, the phrase "general laws" needs no further definition.

Secondly. What are uniform rules for the assessment of property?

In *Stratton v. Collins*, 14 Vroom 562, it was said that this clause requires that the same imposition should be made upon all the taxable property in the township for township purposes, in the county for county purposes, and in the State for State purposes. This statement, although sufficiently exact for the case then before the court, is broader than the Constitution seems, on reflection, to demand. The expression "uniform rules" is not of wider import than the expression "general laws," and if the latter may be confined to a class, with equal propriety may the former. Indeed, strictly speaking, a prescript may be a uniform rule, without prevailing over even a class; for it would be a rule, if designed for the government of a single individual, and, if designed for the government of more than one, could be called a uniform rule. But such an interpretation would be too narrow for this constitutional phrase. Its collocation with the words "general laws" indicates that it was to have a corresponding meaning, and the whole sentence becomes harmonious by holding that it requires the same regulations to be applied to every member of each class which the general laws recognize or establish. This signification of the word "uniform" is common. Thus the laws of nature are uniform, although none of them is universal, and many operate in single classes only. The same idea is well illustrated in the practice of the United States Government. The Federal constitution provides that all duties, imports and excises shall be uniform throughout the United States; yet these taxes have always been levied in divers methods and amounts upon the different classes of property and business. So it empowers Congress "to establish a uniform rule of naturalization, and uniform laws on the subject of bankruptcies throughout

the United States." But various rules of naturalization have been prescribed and maintained without question, for distinct classes of aliens, as widows, minors, soldiers, seamen, and those residing here before specified dates ; and the laws for the bankruptcy of bankers and trades have differed from those concerning other persons. This diversity in uniformity can rest only on the right to classify. The same import is expressly affixed to the word in the Constitutions of Pennsylvania and Illinois, which enjoin uniformity in each class only, but it is held to be implied with equal force in the Constitution of Wisconsin, under the provision that "the rule of taxation shall be uniform." The Wisconsin Central R. R. Co. v. Taylor County, 52 Wis. 37. Similar views of the meaning of the term are expressed in *Youngblood v. Sexton*, 32 Mich. 406.

The third clause of the provision, that 'property shall be assessed for taxes according to its true value, excludes an assessment according to cost, number, weight, measure, fineness, or any other standard except true value, that is, the value which it has in exchange for money, and requires that the tax enacted from each person owning or possessing property of the class assessed shall bear the same proportion to the whole amount of taxes exacted from all persons having property of that class, as the true value of each one's classified property bears to the true value of all the property. With these explanations of the constitutional provision, we come to examine the statute in question.

This enactment is susceptible of two interpretations : One, as being designed to authorize a single annual tax, levied upon all property in the State used for railroad or canal purposes, under a franchise ; the other as being designed to authorize such a tax, for the direct use of the State, and also an annual tax for each taxing district, to be levied upon so much of the real estate, used for railroad or canal purposes in each district, as is described in subdivision II of section 3 of the statute. A perusal of section 12 shows that, while the whole sum chargeable in each year against any company is made a unit for the purpose of collection, constituting a single lien, a single debt, recoverable by a single action, yet up to the point of ascertaining what each company shall pay for the use of the State, and what for the use of each taxing district in which its property lies, the processes of assessment are distinct, or at least quite distinguishable. The

court is, therefore, at liberty to adopt whichever view of the act will most accord with the Constitution and effectuate the legislative purpose to tax.

Let us first consider the law as one to impose a tax for the State and a separate tax for each district.

With regard to the State tax, the law provides for a board of assessors, and directs these officers to ascertain the true value of all property, used for railroad or canal purposes, of each railroad and of each canal company in this State, including its franchises, and embracing in the term "company" not only corporations, but also individuals and associations owning or operating railroads or canals under a franchise; and it imposes an annual tax of one-half of one per centum of such value upon each company. These are the essential features of the assessment. The act contains, besides some instructions as to the mode of ascertaining true value and of claiming and allowing deduction for debts, etc., but these are only subsidiary to the main design, and if in themselves misleading or unconstitutional, can be rectified or disregarded, under that provision of the act which requires the Supreme Court to correct assessments appearing to have been made upon erroneous principles or for improper amounts. If therefore these essential features of the law are consistent with the Constitution, the law is valid, and this tax can be maintained, either as it was levied by the assessors or as it may be modified by the Supreme Court. Is the law, then, with reference to these features, constitutional?

The property to be assessed is all property used for railroad purposes and all property used for canal purposes. This is, in my judgment, legitimate classification. It is true that things used for railroad and canal purposes are not in essence different from such things when put to other uses. But classification of property need not rest upon the essence of things. The use made of them forms as just and as common a basis of classification as does their essence. So prominent in the very conception of property is the use of things, that it would be singular of property as such had not been often classed upon that basis. Accordingly we find in our Crimes acts, Execution acts, Tax acts, and other statutes, that the use for which property is held is constantly made the ground for

legislation concerning it. It would be a waste of time to particularize the instances. As long as railroad and canal corporations have existed in this State, the property employed by them under their franchises has been placed apart from other property for both the method and the amount of taxation. The same custom has prevailed elsewhere, and has received the approval of the highest judicial authority. Said the Court in *Kentucky Railroad Tax Cases*, 115 U. S. 321, "the right to classify railroad property, as a separate class, for purposes of taxation, grows out of the inherent nature of the property and the discretion vested by the Constitution of the State in the Legislature." Inasmuch, therefore, as the law is to prevail everywhere in the State, and also relates to entire classes of property, it meets the requirement that laws for the assessment of property shall be general.

The law also directs that the assessments upon these classes of property shall be made by uniform rules, according to the true value of the property. Its simple mandate is that each company shall pay an annual tax equal to one-half of one per centum of the true value of its property used for railroad or canal purposes, including its franchises. Some objection has been interposed to the inclusion of railroad franchises, to the effect that they are not property, and that they have no exchange value, since similar franchises may be acquired by any persons organizing under the General Railroad law. It suffices to say, that this act imposes no tax upon franchises, but merely requires that they shall be considered in ascertaining the value of the property assessed. The franchises intended are but the legal privileges which the company enjoys in the use of its property, and of course therefore should not be disregarded in determining what that property is worth to its present possessor, and would be worth to any other possessor having the same privileges; and their importance is by no means destroyed because any other person who can obtain the same kind of property may use it in the same manner.

The imposition of the tax of one-half of one per cent. is in compliance with the Constitution.

Let us turn now to the local tax.

Concerning this, the law directs (section 3), that the Board of Assessors shall ascertain separately:

I. The length and value of the main stem of each railroad,

and of the water-way of each canal; the term "main-stem" to include the road bed not exceeding one hundred feet in width, with its rails and sleepers and depot buildings used for passengers connected therewith; the term "water way" to include the towing path and berme bank.

II. The value of the other real estate used for railroad or canal purposes in each taxing district in this State.

III. The value of all the tangible personal property of each railroad and of each canal company.

IV. The value of the franchise.

It further provides (section 6) that whenever in any taxing district there shall be several branch lines of railroad belonging to or controlled by one company, the assessors shall designate one of said lines as the main stem, and the value of the others shall be included in the separate valuation provided for in sub-division II of section 3.

It then enacts (section 12) that each company shall pay, in addition to said tax of one-half of one per cent., a tax at the local rate, as fixed and assessed for county and municipal purposes upon other property in each taxing district, upon the valuation of its property in the several taxing districts, separately valued and assessed under the provisions of sub-division II in section 3 of the act, which tax shall also be computed by the State Board of Assessors; but the last mentioned rate shall in no case exceed one per cent. of the valuation of the property valued under the provisions of sub-division II of section 3. This tax, when collected by the State, is to be transmitted to the several taxing districts for their local uses.

The first question here again arising is whether the law for the imposition of this tax in general, whether it embraces entire classes of property. In making the assessment, the property to be valued, and upon the valuation of which the tax is to be computed, is that described in sub-division II, exclusive of the property mentioned in the other sub-divisions. Is such property capable of being regarded as a class or classes of property?

There must be conceded to the Legislature a large discretion on the subject of classification, and the Judiciary has no right to thwart its reasonable exercise. But with this in mind, I have not been able to find any fair basis on which the property, thus

submitted to special taxation for local uses, can stand as a class by itself. How does the main stem of a railroad to the width of one hundred feet differ, as a class of property, from the main stem lying beyond that width? On what principle are passenger depots ranked with the main stem, and freight depots, water tanks and all the other necessary adjuncts of a railroad excluded? What stamps the locks and berme-bank of a canal with one character, and its planes and feeders with another? Or how can the mere designation of one branch line of railroad as a main stem cause it to differ from other branch lines controlled by the same company in the same district? How will you describe or conceive of, as classes of property, groups so segregated? The divisions thus constituted by the legislature seem to me to be defined by no substantial distinctions, but to be purely arbitrary or fanciful, and a law which deals with them exclusively is special and not general.

That feature of the statute which limits the tax for local uses to one per cent. when the local tax on other property exceeds one per cent. has also been assailed. But in my judgment such a limitation is permissible, provided the property so favored forms a class by itself. As before stated, the Constitution is satisfied, if, in each taxing district, the same rules of assessment are applied to all members of the same class.

It is not plain, however, that this local tax can, under the act, be assessed according to the true value of the property on account of which it is levied. The intention expressed in the statute is that the property described in subdivision II shall be valued separately from that mentioned in the other subdivisions. For the purposes of the state tax, this direction is only a means to an end, the end being the valuation of the whole railroad and canal property; and the courts may, and in obedience to the act itself must, if necessary, renounce the designated means for the sake of the most important end. But for the purpose of local taxes, the valuation of this segregated property is the end itself, the very basis on which the tax is to be computed, and it cannot be disregarded without overthrowing the tax. Now the question arises whether the true value of this property can be ascertained by any process of estimation which leaves out of view the main stem of the railroad, the water way of the canal, and the franchises under

which alone the property can be utilized. This question appears to be a serious one; but it is unnecessary to pursue the matter, because, for the reason already stated, the law, so far as it provides for the local tax, is deemed not general, and therefore unconstitutional. If the act had directed to the assessors to ascertain the true value of all the real property used for railroad or canal purposes in each taxing district, and had authorized taxes to be levied thereon by uniform rules for local uses according to that value, the difficulties here stated would have been avoided. The property designated would have composed a class, and its true value could have been determined with reference to the value of the system to which it pertains.

Recurring then to the review of the statute thus far considered, it appears that the law, so far as it directs a tax of one-half of one per cent. for State uses, is valid, and so far as it directs a tax for local uses is invalid. There are no insuperable obstacles in the way of upholding the one tax without the other, and the chief perplexities pointed out in argument as attending upon the practical enforcement of the law, will disappear if the local tax fails.

But it was said that the act might be interpreted as being designed to authorize a single tax to be levied annually upon all property in the State used for railroad or canal purposes; which tax, when collected by the State, would be retained in part for State uses, and in part be distributed among local taxing districts for local uses. If the law can be maintained for the accomplishment of this design, it is our duty to support it.

Under this interpretation the legislative scheme would be, that the assessors should ascertain the true value of all property used for railroad or canal purposes; that they should also ascertain the true value of the property included in subdivision II of section 3; that they should then determine how much money would enable the State to retain for itself one-half of one per cent. of the value of all the property, and to pay over to each taxing district an ascertainable percentage of the value of such part of that property situated in the district as is described in subdivision II.

So far the steps of the law would not transgress the Constitution. Considering the property to be assessed as the whole property used for railroad or canal purposes, the valuation of the

designated portions of this property might be regarded as made only in order to aid in ascertaining the gross sum to be raised and in distributing it when collected. And if the law had then directed or permitted the assessment of this gross sum upon the property assessed, by uniform rules, according to the true value of the property, it might have been upheld. But it does not permit such an assessment. It requires the tax to be apportioned among the several companies, not according to the value of each company's property, as classified and assessed, but only in part according to that value, and in part according to the value of a portion arbitrarily selected from that property, and the inevitable result is that the tax exacted from each company does not bear the same proportion to the whole tax as the value of its classified property bears to the value of all the property in the class.

To illustrate this conclusion :

The total valuation of all the property in the State used for railroad and canal purposes is.....	\$190,437,998
The total tax levied is.....	1,273,670
Which is equal to \$6.68 on each \$1,000.	
The valuation of all the property of the Central Railroad Company used for railroad or canal purposes is.....	\$38,756,838
Its whole tax under the act is.....	271,840
Which is equal to \$7.01 on each \$1,000.	
The valuation of all the property of the Easton and Amboy Railroad Company used for railroad or canal purposes is.....	\$8,638,062
Its whole tax under the act is.....	53,115
Which is equal to \$6.15 on each \$1,000.	
The valuation of all the property of the New York, Susquehanna and Western Railroad Company used for railroad or canal purposes is.....	\$4,893,428
Its whole tax under the act is.....	25,195
Which is equal to \$5.15 on each \$1,000.	

These discrepancies in the rates of taxation do not spring from any errors of the assessors, but are necessitated by the statute itself, and no process of rational construction can conform the act to any rule of assessment which will obviate them,

if the whole sum chargeable against each company is treated as an entire, indivisible tax. If, therefore, the court were shut up to this interpretation, I should be constrained to hold the whole tax invalid, because assessed in violation of the Constitution.

Hence the construction first indicated should be adopted, under which the tax of one-half of one per cent. can be sustained.

It remains to consider whether this State tax is opposed to the Fourteenth Amendment of the Federal Constitution, which prohibits any State from denying to any person within its jurisdiction the equal protection of the laws.

The general object of this provision, as declared by the Supreme Court of the United States, was to prevent unjust discriminations among persons, based upon differences of race or social condition. *Slaughter House Cases*, 16 Wall., 36. No such discrimination is observable in the imposition of this tax. The same court has also expressly adjudged that a State law which designates railroad property as a class by itself, and provides a distinct mode of taxation for that class, but which requires the application of the same methods to all constituents of the class, so that the law will operate equally and uniformly upon all persons in similar circumstances, denies to no person the equal protection of the laws, within the meaning of the Constitution of the United States. *Kentucky Railroad Tax Cases*, 115 U. S., 321.

The State tax is in all respects constitutional.

One other suggestion deserves notice. It is, that the court may look behind the statute for other enactments to support State and local taxes against these companies. If this act had failed to impose any tax, I should have thought the court at liberty to seek elsewhere for legal taxation of railroad and canal property; but the first section of the act declares that the tax imposed by it shall be in lieu of all other taxation upon the property subject to taxation under the provisions of the act; and having concluded that this act does impose a tax upon all the property used for railroad and canal purposes in the State, no other tax on that property can be maintained consistently with the legislative will.

The judgment of the Supreme Court, so far as it annuls the tax of one-half of one per cent., should be reversed.

OPINION BY JUSTICE PARKER.

On the 10th day of April, 1884, an act was passed by the Legislature of the State of New Jersey, entitled "An act for the taxation of railroad and canal property." Under that act the Central Railroad Company of New Jersey, and other like companies, were taxed on their property, used by them for railroad and canal purposes.

The validity of these assessments was contested in the Supreme Court and they were by said Court adjudged invalid, on the ground of the unconstitutionality of the act.

An abstract of the act of 1884 is given in the opinion which has just been read by the Chancellor—and I will not repeat it.

At the opening of the argument in this court, it was announced that counsel would be heard upon two questions, viz: (1.) whether, if the act of 1884 be invalid, there is any lawful method of assessing taxes upon said companies in reference to the subjects of taxation mentioned in that act; and (2.) whether the act of 1884 is constitutional?

In order to answer the first question, the course of legislation in this State, on the subject of taxation of corporations of this character, should be considered.

In the infancy of this class of corporations, when struggling for existence, the amount of tax they were required to pay into the State Treasury was smaller. The State favored them by limiting the annual tax to be paid by such corporations, to the one-half of one per cent. on the cost of their respective roads. This tax was for State purposes and they were not assessed for local taxes.

The wise and liberal policy, adopted by the State, was founded in part on the fact, that the enterprises in which such companies were engaged were at that time of doubtful success and in part on the belief that if successful they would contribute vastly to the public good.

As time progressed, these corporations extended their business operations and acquired additional property often of great value, until in some sections of the State, especially in the cities, the exemptions from local taxation, became so great as to encumber

the property of citizens liable to be taxed, with a heavy burden.

To prevent injustice arising from inequality of taxation and to equalize as far as possible the public burdens, the legislature, on the second day of April, 1873, passed an act, the avowed object of which was to establish just rules for the taxation of railroad property. This act made a radical change in the system. It provides not only that railroad companies should pay upon the cost, equipment and appendages of their roads, a State tax at such rate as had before been fixed by law, but also upon all real property of such companies, owned by them (excepting the main stem not exceeding one hundred feet in width) a county and municipal tax for the benefit of the counties, townships and cities of the State respectively, where the same were situated, after the rate of one per cent., exempting however from such tax, land not exceeding ten acres lying in one parcel at the termini of the respective roads.

The law of 1873 was passed before the adoption of the Constitutional Amendment in reference to taxation, and, therefore, its validity cannot be wholly tested by the same standard as the act of 1884. But upon the question now under consideration, viz: whether if the act of 1884 be invalid, there is any lawful method in the act of 1873 of making the assessments on the subjects of taxation mentioned in the act of 1884, it is sufficient to remark, that although based on the same general principle as the act of 1884, yet inasmuch as by the act of 1873, the assessment was to be made on cost and not on true value, as the Constitutional Amendment prescribes, the act of 1873 will not sustain these assessments.

On the same day that the act of 1873 was approved, the then Governor signed what is termed the General Railroad law, the nineteenth section of which provides that after any railroad constructed under that act should be in operation, the corporation owning it should pay to the State Treasurer a tax of one-half of one per cent. annually on the cost, equipment and appendages of said road bed, and also pay such other taxes as might be assessed from time to time by general law, applicable to all railroads over which the legislature should have power for that purpose, and that such railroads should be taxed for the value of their real estate (except the road bed of one hundred feet in width) and on

personal property, as then taxed in the cities or townships where it should lie.

The act of 1876, providing for State taxes on railroads, was passed after the adoption of the constitutional amendment. This act is almost identical with the act of 1873. The chief object of the act of 1876 seems to have been, to make the system of railroad taxation conform to the constitutional amendment, that took effect in 1875, which prescribed that the assessment should be on true value, instead of on cost. Where the acts of 1873 and 1876 did not conflict, the former stood, and under those two acts, both the State and local taxes on railroad property in this State were assessed and collected up to the enactment of the law of 1884. Upon an examination of those acts, in comparison with that of 1884, it will be seen that they are grounded on the same general principle. If the act of 1884 be unconstitutional so is the act of 1876, and these assessments cannot, therefore, be upheld under the act of 1876.

Neither can they be supported by the general law of 1866, because that law has no reference to taxation on railroad and canal property.

If the act of 1884 be unconstitutional and void, the sixteenth section of that act, which authorizes the Supreme Court to increase or reduce the assessment, will not avail, for the Supreme Court has no power to adjust or refer back an assessment made under an unconstitutional act, unless after the original assessment, an act had been passed whereby a legal assessment could be made. Such was the decision of this court in construing the act of 1881, reported in 16 Vr., p. 157, *Elizabeth v. Meeker*.

Where the principle on which the act rests is in conflict with the Constitution, one part of the assessment should not be set aside and the other part be sustained. In this case there cannot be a separation of the parts, without doing violence to the general scheme and running counter to the intent of the law-making power. If the act of 1884 is void as to local taxation, it is also a nullity as to State taxes.

Having seen that, if the act of 1884 be unconstitutional and void, there is no lawful method of assessment upon these companies in reference to the subjects of taxation mentioned in such act, the vital question now arises, whether the act of 1884 is con-

stitutional? Upon the answer to this question depends the decision of this cause.

I agree with the Supreme Court in that part of the opinion, which holds the act of 1884, not invalid, because it directs that the valuation and assessment shall be made by a board of assessors especially appointed for the purpose. It matters not what the machinery set in motion by the legislature to execute a tax law may be, so long as the principle lying at the root of the act is not antagonistic to the Constitution. Nor would it affect the case if such machinery be found defective, or if the board made mistakes. The act gives the Supreme Court ample power to correct mistakes in the application of the act.

Nor is the act of 1884 invalid, because in the ascertainment of the value of the property of the companies, the franchise is to be taken into account, as one element of value. The opinion of the Supreme Court rightly holds, "That this subject is not debatable at the present day and the doctrine has become already accredited by many decisions as well of the Federal as of the State courts."

One, so called, vice of the act of 1884 is stated in the opinion of the Supreme Court in the form of an interrogatory. It is asked, "Whether by the law and constitution of the State, it is competent for the Legislature, at will, to select the property of two classes of corporations and impose a tax upon such property, at the same time exempting all other property from the burden." If the act of 1884 was the only tax law on the statute book, the answer should be that it was not competent so to do. But the act is only one of a series of tax laws, under which property in the State is taxed. If by virtue of the various tax laws in force, all the property in the State (except that which is devoted to collegiate, academic, religious or charitable purposes,) is taxed, how can it be said that the Legislature, at will, selected the property of two classes of corporations and imposed a tax upon such property and at the same time exempted all other property from the burthen of taxation. All taxes are, in one sense, State taxes. They are assessed and raised under different laws enacted by the legislature of the State, all forming one general scheme of taxation, designed to bring all the property in the State (liable to tax,) under general laws and uniform rules according to its true value.

Different agencies are employed to assess and collect and the sums are applied to various public purposes. But this does not vitiate the system of taxation, nor render invalid any one of the acts, which, with others, constitute the system, if the constitutional prohibition be not violated.

While the taxing power is an inherent attribute of State sovereignty, to be exercised only by the legislative branch of the Government, yet it is controlled by constitutional limitations which the people have adopted. So long as the legislative branch of the Government conforms to the Constitution, it is supreme on the subject of taxation. It has the power and the right to enact, that local officers in each taxing district shall assess and collect for their respective districts the county, township and city taxes, and distribute the money without its passing through the State Treasury ; or to enact that a State Board shall assess and collect all taxes and bring all the money into the Treasury, in part to be distributed by the State among the municipalities ; or to provide for a State Board to assess and collect one portion of the tax and a local board the residue. So long as all property (not exempt by statute) is reached and taxed according to its true value by general laws and uniform rules, it matters not whether the end be accomplished through one statute or through many forming one general system.

The mode of taxation under the act to establish a system of public instruction, approved March 27th, 1874, is pertinent in this connection as an illustration. Under that act a State School Tax was directed to be raised (in lieu of township school taxes) to be levied and collected by the local officers, to be paid through the several County Collectors into the State Treasury, and be re-distributed by the State so as finally to reach the several school districts. This act is an instance of direction by the legislature of the specific channel into which a tax raised for a specific purpose may be made to go before it will reach the contemplated object. It shows the power of the legislature over the subject of taxation, restrained only by constitutional provisions.

Another somewhat similar instance is the act in reference to insurance companies of the State, the thirty-ninth section of which requires that every company organized under the act shall pay (not a license fee, but as tax,) into the State Treasury, one-

quarter of one per cent. per annum on its capital stock for the School Fund. Foreign insurance companies are required, not only to pay a license fee for the privilege of transacting business within the State, but also a tax of two per cent. on all premiums received in the State, to be distributed among organized fire departments, for the use of disabled firemen.

Enough has been stated to show the power of the legislature over the subject of taxation and to demonstrate that in forming a judgment as to the validity of a specified act, it must be taken in connection with all other laws operative on the same subject.

When the State Government desires to raise a tax for State purposes, through the local officers in the several taxing districts, it becomes necessary to fix the amount to be raised and apportion it among the counties on the basis of ratables, but when the State chooses to levy a State tax, direct through the machinery of its own officers selected for the purpose, an apportionment is not needed and it is only required to ascertain the true value of the property to be assessed and to fix the rate.

It is alleged that the act of 1884 is unconstitutional and void, because it violates the clause of the amended Constitution, which requires property to be taxed "under general laws and by uniform rules, according to its true value." In the arguments addressed to the court by the several counsel of the defendants in error, this objection to the act was elaborated and enforced, and the court is called upon to consider this branch of the case very fully.

In the first place, it will be observed, that the word "all" is omitted from the sentence which contains the constitutional restriction on the power of taxation. This omission by the commission that prepared the amendment and by the legislature that submitted it to people was not accidental. It was intended that some property should be exempt, and that upon the classes of property which the legislature saw fit to tax, the assessment should be according to the true value and by uniform rules, affecting alike all property of a class.

In the opinion of the Supreme Court, in this case, it is conceded that the legislature has the power to classify property for the purpose of taxation, but it is maintained that a class must not be declared arbitrarily, and that it must arise out of the nature of the

things classed. This is true, but is not property used by railroad and canal companies for the purposes of their business, a class of property arising out of its nature? It is a class universally recognized as different from any other class in many respects. It is not the abstract value of the rails and ties as so much steel and wood, or of the land on which they rest as farm land or building lots, or of the tangible personal property in itself considered, which are alone to be taken into account, in ascertaining the true value of property used for railroad purposes, but the franchise also, which puts life into what otherwise would be comparatively dead property, of little value. The true value of property used for railroad or canal purposes cannot be arrived at, except in treating it as a class by itself.

This view is sustained, not only by our common knowledge, gained by observation, but is held by numerous decisions of the courts.

In 9th Otto, p. 722, Chief Justice Waite says: "Railroads are a peculiar species of property and railroad corporations are in some respects peculiar corporations."

In the case of the Louisville and Nashville Railroad Company et als. v. The State of Kentucky, Justice Matthews said, "The right to classify railroad property as a separate class for purposes of taxation grows out of the inherent nature of the property."

As has been seen already, the acts of 1873 and 1876 were grounded on the same general principle as the act of 1884, and it becomes important in this connection to inquire how the courts have practically regarded those former acts. In case of the State, Central R. R. Co. of New Jersey, Pros. v. Mutchler, Collector of the town of Phillipsburg, reported in 12 Vr. p. 96, a bridge within the main stem (100 feet wide) of the railroad of said company was assessed for local taxes, and the company claimed exemption from such assessment, under the laws then existing on the subject of railroad taxation. Those laws were the acts of 1873 and 1876 before mentioned. On page 97 the Court, in its opinion delivered in 1879, said, "The first section of the act for the taxation of railroad corporations of April 2, 1873, exempts from county, township and municipal taxation the main stem or road bed and track of such corporation, not exceeding 100 feet in width. The last mentioned act was modified by the

act of April 13th, 1876, but the act of 1873 was not repealed. Its provisions, except so far as altered by the act of 1876, are still in force. In the respects mentioned, it is in force, and lands held by such corporations within the prescribed limits are exempt from taxation for county, township and municipal purposes, if used exclusively for railroad purposes. It purports to establish a uniform rule of taxation on this subject. A uniform rule must necessarily be the only rule applicable to the entire class of subjects embraced within the provisions of the statute, and by implication supersedes and excludes all other rules on the subject. The act of 1873 is expressly made applicable to all railroad corporations occupying or using railroads in this State whether as lessees or otherwise." The local assessment on the bridge was set aside. It does not appear that the question of the validity of the acts of 1873 and 1876 was raised, or that it suggested itself to court or counsel on that occasion. The validity of the acts was taken for granted and the result was that the company had the benefit of those acts of being declared exempt from the tax on the bridge. Had those acts been unconstitutional and void, the assessment for local tax on the bridge was lawful.

In *Van Riper v. Parsons*, 11 Vroom, p. 8, the Supreme Court uses the following language, viz: "A law settling the methods by which all railroads should become incorporated, would be special in the sense that it would be confined in its operation to but a single kind of corporations; and so a law would be local by this test that should provide for the organization, under one system, of all the municipal governments in the State, as such law would manifestly have a restricted effect with respect to locality. But who, conversant with the usage touching these terms, would venture the assertion that such statutes as these would not be general laws. All legislation is based, of necessity, on a classification of its subjects, and where such classification is fairly made, and the legislation founded upon it is appropriate to such classification, it is as legitimate now as it would have been prior to the recent amendments to the Constitution. If a set of objects be fairly classified, a law embracing them will be a general one and in all respects unobjectionable."

The case of *Van Riper v. Parsons* came before the Supreme

Court again, and on page 123 of 11th Vroom, the syllabus of the decision is tersely stated thus, viz: A law framed in general terms restricted to no locality, and operating equally upon all of a group of objects, which, having regard to the purposes of the legislation, are distinguished by characteristics sufficiently marked and important to make them a class by themselves, is not a special or local law but a general law." If property used for railroad and canal purposes be not distinguished from all other property by marked and important characteristics, it would be difficult to find any property which could be classified.

It should be observed that at the time the constitutional amendment was adopted, the act of 1873, which treated property used for railroad purposes as a separate class, was in force, and that feature of the act has never been changed.

The case of the New Jersey Southern Railroad Company v. The Board of Railroad Commissioners, reported in 12 Vroom, page 235, was decided more than three years after the amendment to the Constitution took effect. That opinion is founded on the assumption that the acts of 1873 and 1876, for the taxation of property used for railroad purposes, were constitutional and valid laws. The question of constitutionality was not, in that case, distinctly raised, but the validity of those acts was taken for granted and acted upon, as has been repeatedly done by the courts during a period of ten years after the adoption of the constitutional amendment in reference to taxation. In the case to which reference is last made, the Justice who delivered the opinion said: "In 1877 a State tax was laid on each of these corporations by the Board of Railroad Commissioners, pursuant to the provisions of the act entitled 'An act providing for State taxes on railroads and a more efficient collection thereof,' approved April 13th, 1876. These writs of certiorari were sued out to review the legality of such assessments." The court held the assessments legal and properly made.

Although no case is reported wherein the constitutional objection to the act of 1876, or 1873, was expressly made, yet it appears by the files and records in the office of the Clerk of the Supreme Court that each of the then Justices had before him for review assessments on railroad property under the fourth section of the act of 1876, on claim of reduction, and that each Justice

proceeded to act under that section as if the law was constitutional. In one case the validity of the act was attacked, but the Justice disregarded the objection and fixed the amount of the tax. A certiorari was taken, and to the return was attached by counsel of the company the following, viz.: "The Constitution of the State of New Jersey provides that property shall be assessed for taxes under general laws and by uniform rules, according to its true value. It is submitted that the statute under which the taxes in question have been assessed is not a general but a special law, applicable to corporate property in railroads only, and that the act is unconstitutional and void." The certiorari in that case was dismissed for want of prosecution, but was reinstated by consent. The writ was again dismissed and a writ of error taken, but the case was never brought to a hearing.

Under the act of 1876, large sums of money were each year collected as taxes on property used for railroad purposes and paid into the State treasury. After such action on the part of the State, and acquiescence on the part of the companies for so long a period of time, under the acts of 1876 and 1873, the question of the constitutionality of a similar act is now raised. Such acquiescence on the part of the companies affected may not be decisive upon the question of constitutionality now distinctly raised, yet the practical construction given by the courts and acted upon by the companies may be taken as some evidence of contemporaneous opinion. As was said by the Supreme Court, in the case of *The State vs. Kelsey*, 15 Vroom, p. 1, "such a course of practice may amount to a practical exposition."

The uniformity of rules in taxation which the Constitution requires, is that uniformity which operates on the whole of a class. A tax upon property of railway corporations should be governed by uniform rules as to the property of all such companies used for railroad purposes. The act of 1884, now under examination, is within this rule. It operates uniformly upon the property of all railroad corporations used for railroad purposes, being, as has been already demonstrated, a distinctive class, by reason of inherent qualities, and, therefore, not antagonistic to the constitutional requirement of uniformity.

Still another question has arisen which should here be disposed of. It is whether these companies are exempt from

assessments made under the act of 1884, by reason of the clause inserted in their respective charters, that the tax of one-half of one per cent. is in lieu of all other taxes or imposts. This is accompanied by a subsequent clause in the same connection, which provides that the charter may be altered, modified or repealed. This provision is also expressed in the sixth section of the general corporation act. Charters of this nature have received construction repeatedly in the New Jersey courts.

In *State, Jersey City and Bergen R. R. Co. v. Jersey City*, 2 Vroom, p. 577, the Justice who delivered the opinion of the Court of Errors, after quoting the clause in the charter of the company providing for the payment to the Treasurer of the State annually by the company of one-half of one per cent. on the cost of the road, and that no other tax or impost should be assessed or levied upon said company, and that the legislature might at any time alter, modify or repeal the same, said: "The contract which is set up in the proviso in the 14th section of their charter, before cited, which following the provision fixing the annual sum they are to pay, declares that no other tax or impost shall be levied or assessed upon them. This designation of what they are to pay, connected with the proviso excluding all other burdens in the form of taxation, they contend, forms a contract between them and the State. These statutory provisions form, in my opinion, a contract neither in letter nor spirit. They are to be read in connection with the other provisions in the charter which reserves to the legislature the right to alter, modify or repeal.

In 1st Vroom, p. 368, it is decided, in referring to the latter clause, that "The language extends to all the provisions of "the charter."

In *State, Little vs. Powers*, 17 Vr. p. 300, it was adjudged in effect, that such provision in a railroad charter was not a contract, and that a railroad corporation having a repealable charter was subject to additional taxation.

In *Tomlinson vs. Jessup*, reported in 15 Wallace, 454, the Supreme Court of the United States held that "The reservation affects the entire relation between the State and the corporation, and places under legislative control all rights, privileges and immunities, derived by its charter directly from the State."

Having considered the question of the constitutionality of the act of 1884, in all its bearings, after a careful examination of the organic law, and all the statutes relating to the assessment of taxes on railroad and canal property, and the authorities on the subject, I have reached the conclusion that the said act does not in any particular violate the Constitution of the State of New Jersey and that it is a valid law.

The act in question is not only constitutional but is founded on a just basis. While it requires of the companies the payment of one half of one per cent. for State purposes, it so guards against imposition, in the assessment of local taxes, that in no case can a company be forced to pay more than the local rate, but may pay much less. If there be any inequality, it is favorable to the companies and of this they have no legal right to complain. It is the injured party who has the right to move for the correction of errors.

But it is contended that the act of 1884 is in violation of the 14th amendment of the Federal Constitution, which provides that no State shall deny to any person within its jurisdiction the equal protection of the laws. To sustain this contention the case of the County of San Mateo vs. the Southern Pacific R. R. Co. is cited. A critical examination of the case leads to the conclusion that it does not have the slightest application to the question now before the court.

The county of San Mateo brought suit against the company to recover State and county taxes claimed to be due from that corporation. The company had expended a large sum of money in the construction of its road, and to secure a portion of the indebtedness had executed a mortgage upon its railroad, rolling stock, appurtenances and franchises, and also upon some land not used for railroad purposes. The Board of Equalization of the State of California assessed against the Company taxes on the whole of its property, without any deduction from its value on account of the mortgage given upon it to secure its indebtedness. Under the Constitution of that State, persons operating a railroad only in one county had the right to deduct from the valuation, for mortgage debts, while those operating a railroad in more counties than one could not claim deduction therefor.

There was also another distinction made in the Constitution of

California, between railroad property held by individuals and that held by corporations, which worked inequality. In the opinion delivered by Justice Field, in the United States Circuit Court, in the San Mateo case, he said : " If we look at the scheme of taxation prescribed by the Constitution of California, for the property of railroad companies, we will perceive a flagrant departure from the rule of equality and uniformity, so essential in the distribution of the burdens of government. Wherever an individual holds property encumbered with a mortgage, he is assessed at its value, after deducting from it the amount of the mortgage ; if a railroad corporation holds property subject to a mortgage, it is assessed at its full value, without any deduction for the mortgage, and as if the property was unincumbered."

It will at once be seen that the facts in the San Mateo case are entirely different from those developed by an examination of the act of 1884, and how the decision in that case can be tortured into an authority to show that the act of 1884 violated, in any respect, the Fourteenth Amendment to the Constitution of the United States, is beyond my comprehension.

The act of 1884 makes no such discrimination in the valuation of railroad property, encumbered by mortgage, as is made by the Constitution of California. On the contrary, the act of 1884, in the 10th section, expressly provides, that in case any railroad or canal company shall claim a deduction, on account of mortgage, or debt secured thereby, the State Board of Assessors shall allow the same, in the cases in which, and to the extent to which, the local assessors are authorized by law to allow a deduction in the case of any other owner of mortgaged lands.

Upon the whole case, I am clear in the opinion that the act "for the taxation of railroad and canal property," approved April 10th, 1884, is not unconstitutional and void, but is constitutional and valid, in all its parts.

The judgment of the Supreme Court should be reversed.

OPINION BY JUSTICE REED.

First. The Constitution does not require all property to be subjected to the imposition of a tax levy.

At the time of framing the twelfth paragraph, there were in existence several State Constitutions, in which, in variant shapes, was the provision that all property should be taxed. The Commission which drafted our amendment, deliberately refrained from employing the word "all." Nor do I understand that the assertion, in the opinion of the Supreme Court, that the requirement was that all and not some property should be taxed, meant that a law to conform to the constitutional standard must impose a tax levy upon every kind of property. I think it could only have been intended to signify that all property must be subjected to the operation of tax statutes, but that the law may operate as well by way of exemption as by imposition. This seems apparent from the admission that it is within the scope of legislative ability to provide that certain kinds of property may be relieved from the burden of taxation, and from the recognition of property used for church, school, college and the like purpose as a kind that may be exempted.

This power of exemption was exercised in the general tax act of 1866, which statute was recognized in the case of *The North Ward Bank v. Newark*, 10 Vr., 380; S. C., 11 Vr., 558, as a general law. Since then, in no case, in no argument, in no expression of judicial opinion has the exercise of this power in the act of 1866 been challenged as opposed to the Constitution.

Second. If, then, the legislature can impose upon some and relieve other property from the tax rate, upon what rule must the separation of property for these purposes be made? I think it may be assumed that this cannot be done capriciously. Whether the legislature could so act, even if unfettered by a constitutional limitation, is not a question needing an answer now. That it cannot so act in view of the twelfth paragraph of the Constitutional Amendment is clear. The degree of the limitation is, that both imposition and exemption must operate generally. Generality of operation has by a long line of cases been definitely settled to mean operation upon all of a

class. Property must be taxed by general laws, namely, laws each of which includes all property included within its class ; so, conversely, property must of necessity be exempted by a class or classes. The line which separates taxed from exempt property must be a line which divides classes.

Third. If taxation must be by laws, each of which includes a class, does property used for railroad purposes include a class by itself? Property may be classed by reason of its inherent qualities. Real estate and personalty, tangible and intangible property, are obvious instances of differences which might be the basis of segregation for taxation by reason of inherent qualities. But I think differences may be impressed upon property by reason of the purpose for which it is used, which differences may also be the foundation of classification. A college owns lands and buildings ; so does the owner of a hotel. The former may own scientific apparatus and books ; so does the dealer in books and telescopes. The property of the college is, by the tax act of 1866, exempt, but the same kind of property belonging to the owner of a hotel or a dealer in scientific instruments is subjected to taxation.

If the tax act of 1866 is a general law, and the exemption clause in that act is to be regarded as based upon a proper classification, then the exemption of the property of colleges, seminaries and cemeteries, grounded entirely upon a classification arising by reason of use, must be considered as establishing the right to select property for taxation in accordance with the same rule. I think, also, that the use of property for railroad purposes is in a degree distinctive as compared with all other uses of property. In the opinions of distinguished judges such property has been noticed as *sui generis*. It is impossible to think of this property in respect to its character for the purposes of taxation without connecting the tangible things themselves with the franchise by which they are utilized. By reason of the manner of its use under a railroad charter, a belt of land which stretches through a hundred taxing districts is welded into something which, for the purposes of valuation, becomes a unit. Its property, both real and personal, is shaped and constructed for the attainment of a purpose which, without a franchise, peculiar to railway companies, would be

impracticable. The property stripped of the peculiar power of utilization conferred by such a franchise would be comparatively valueless. The graded road-bed, the track, the depots, the engines, the cars, for other uses than railroading, would be of little worth ; and railroading without the State's charter of power and privileges could be hardly considered a practicable undertaking. The public character of the functions which a railroad company performs ; its right to demand fares and freight charges, and to invoke the State's prerogative to condemn lands ; its power to run trains across highways and through cities at a high degree of speed ; its power to carry an element which, with all practical guards, is still a menace to adjoining property—these and other powers, while in some respects they may be common to other corporations, are, in the aggregate, peculiar to railroad charters. Certainly the purpose for which property is used under such a charter impresses it with a distinct character, if we once admit that use can be the basis of classification. I conclude, therefore, that a law which includes in its operation all property used for railroad purposes is general.

Fourth. Must property be taxed at a uniform rate by reason of the requirement that property shall be taxed by uniform rules as well as by general laws? The constitution does not require that property shall be taxed by a single rule but by uniform rules. If we assent to the proposition that property may be ranged into classes for any purpose of taxation, and also to the proposition that a law which includes all of a class is a general law, I am unable to perceive how a rule that also applies to a class lacks uniformity of operation. Judicial sentiment has been in favor of the view that the constitutional amendment was not intended to affect mere methods of procedure in levying or collecting taxes, but was designed to fix the rules by which the burden of taxation was to be distributed. Inasmuch as all property taxed is to be taxed at its true value by the express terms of the amendment, if it is also held that all property must be taxed at a uniform rate, then the power of classification is a barren privilege. Besides, I think it would follow from this construction that there is no power in the legislature to exempt property from taxation. And, conversely, if the admitted power to relieve a class or classes of property from taxation exists, how can it be said that uniformity

of rule requires uniformity of rate to be imposed upon all property. And if there exists the power to deal with property so as to exempt a class entirely there must exist the power to relieve a class partially as to rate, and so the right to legislate for classes as to rate of taxation must be recognized.

Fifth. If the statute under consideration be valid, as tested by the views above expressed in regard to the requirements of the Constitution, so far as it provides for the imposition of a tax at the rate of one-half of one per cent. upon railroad property used for railroad purposes, I regard it as sound. It includes in its operation an entire class of property and the imposition of a tax of one-half of one per cent. upon all property within this class is within the constitutional authority of the legislature. Nor do I think there is any doubt concerning the validity of the provision now involved, however, which taxes all property owned by railroad companies, but not used for railway purposes, in the same manner as other property of the same kind is taxed for local purposes. This property is segregated from other property of such companies by the fact that it is used differently or is unused, and so it is with propriety thrown into the mass of taxable property in the several local taxing districts where it happens to be situate, and is taxed at the local rates.

But there is a further provision in the act for the taxation of a part of the property owned by these companies and used by them for the purposes of their business for local purposes. The provision selects all the property so used, excepting a main stem 100 feet in width and the passenger depots, and imposes upon the part of such property which may be considered as belonging to each taxing district a tax at the local rate of not exceeding one per cent. The act provides that where there shall be several branch lines belonging to one corporation, or operated under one management, one of the said lines shall be designated as the main stem and the others be taxed. These features of the act I am unable to regard as either general or uniform in their operation upon a class. It exempts from local taxation a strip of land one hundred feet in width, with its tracks, and it also exempts passenger depots, whether within or outside the strip, but, at the same time, taxes other property similar in kind and devoted to similar purposes.

The commissioners are empowered to select one or two or more lines owned or managed by one company for exemption. The one selected is in no respect different from the others which are left for taxation. And upon what ground can a passenger depot be put in one class and a freight depot in another? No ingenuity can discover here a ground for a classification which is not entirely illusive. It must be remembered that this exemption is not an accidental failure to include something within the words of the act which might properly belong to the class, but it is a well matured design to exempt an important, in some instances the most important, part of the class from the burdens imposed upon the remainder of the class. I am compelled to view it as an arbitrary selection of property for taxation and also for exemption, and so opposed to the text of the 12th paragraph.

It may be further observed that this lack of generality is accompanied in this, as I think in all cases, by want of uniformity in the operation of this part of the statute.

Uniformity requires an equality of operation upon all property of the same class. It means that each owner of property of the class shall bear his proportion of the tax levied upon all property comprising the class. If the value of the main stem and passenger depots of each one of all the companies in the State bear a like proportion to the value of its other property of the same class, then the practical operation of this part of the law would be uniform.

But no such condition of affairs as this is conceivable as an existing fact. In truth, the proportions which the two sections of property bear to each other among the different owners vary greatly. The result is, that the company having a large amount of outlying property is heavily taxed, while the company whose property consists almost entirely of main stem and passenger depots pays in comparison next to nothing.

It is because laws of this kind operate in the way of discrimination in favor of some and adversely to other owners of the same class, that they are prescribed by the constitutional requirement of generality and uniformity of operation. This part of the statute is, in my judgment, void for these reasons, and the local taxes levied under it should be set aside.

This part of the act is severable from those portions which

provide for the levy of the tax for State purposes, and the record should be remitted to the Supreme Court for its consideration of those objections to the latter tax other than constitutional, which were reserved.

OPINION BY JUSTICE SCUDDER.

I have prepared an opinion stating my conclusion, without discussing the whole subject in controversy. The question raised and discussed on the writs of error to this court relate to the validity of the act entitled "An act for the taxation of railroad and canal property," approved April 10th, 1884; and whether, if said law be invalid, there is any other statute under which this court may make or direct a legal assessment. It is not necessary to add anything to what has been already said by other members of the court on the latter part of this proposition, and I entirely agree with the conclusion that no prior statute exists by which these disputed assessments against railroad corporations can be amended or sustained, if this law be invalid; or by which any new assessment can be substituted in the place of these by any action of this court. The former part of the proposition is more difficult to determine. Is this law invalid, so that it cannot be executed without violating the fundamental law of our State? If it be not thus controlled and annulled, it is the duty of this court to give it effect. It is not our province to say whether the law is impolitic, or even oppressive, or unjust in its provisions, so long as it does not violate the constitutional rights of these corporations in the enforcement of what is designed to be strictly a tax law. The judicial power cannot legitimately question the policy or refuse to sanction the provisions of any law not inconsistent with the fundamental law of the State. Cooley on Taxation, 34. The power to tax may be exercised oppressively upon persons, but the responsibility of the legislature is not to the courts, but to the people, by whom its members are elected. So, if a particular tax bears heavily upon a corporation, or a class of corporations, it cannot, for that reason only, be pronounced contrary to the Constitution. *Veasie Bank vs. Fenno*, 8 Wall., 548.

A mere suggestion of these familiar principles of law, giving the well defined duties and powers of the co-ordinate branches of our government, will dispose of many points in the arguments of counsel and bring us to the real issue which we have the power at this time to decide, under the assignment of errors before us. Is this tax law, of which these railroad corporations complain unconstitutional? If so, this case is ended. If not, further proceedings may correct its alleged defective execution. That part of the Constitution which is said to be violated by its enactments is Article 4, section 7, paragraph 12. "Property shall be assessed for taxes under general laws and by uniform rules, according to its true value."

There can be no question that this law imposes a tax on property, and it is not a franchise tax. By sub-division 4 of section 3 of the act, the value of the franchise is to be estimated and included in ascertaining the true value of all property used for railroad and canal purposes, and the tax is imposed on this total valuation. All is designated in the act as property, and is within the scope of this paragraph of the Constitution. That the franchise of a railroad or canal company may be thus valued and assessed for general taxes is abundantly settled both by authority and precedent in legislative acts and in the decisions of courts. It has an appreciable market value not in all cases easy to measure and not always determinable by the same rule or estimate. Corporate rights and privileges by grant from the government are not mere abstractions, or so involved with the other property of the corporation that they cannot be valued. The land, road-bed, rails, buildings and materials of which a railroad are composed have a value, and the added worth given to them by the uses to which they may be applied by the public grant of a franchise for such uses may be approximately if not exactly estimated. It has often been done and sanctioned by courts. How this may best be done must be left largely to legislative discretion and judgment. The whole aggregate property of the railroad is thus to be valued and brought together for taxation, and the assessment is laid upon it to supply a revenue for the government of the State. This is an assessment of property for taxation within the above cited paragraph of the Constitution, and, by its terms, must be made under general laws. This I hold is a

general law, applicable to all the railroads and canal companies in the State, unless they are protected by express limitations of taxation in their charter, and by what are called, in some cases, irrevocable contracts beyond legislative control. Railroad corporations have peculiar qualities which distinguish them from mere private corporations, or other public or quasi-public corporations, in the right of eminent domain to condemn land, conferred on them by charter; in the uses to which their railroads may be applied by them as carriers of passengers and freight, receiving tolls or fares for the same; in the employment of steam power—a dangerous agency—in passing through the State, and their protection in the careful use of such agency; in the structure of the road, with its rails, cuts, embankments, often built and maintained at a great detriment to other property; in the extent of the road, often through several counties, or across the State; in the depots, freight houses, wharves, and the great accumulation of property at the termini and other points on the line of the railway. Canals have some of the same peculiarities in the construction and maintenance of their waterways. These characteristics, which so clearly distinguished them from other corporations, make it almost a necessity that they should form a class by themselves, and the right to do this for taxation has been recognized in the charters of companies in our General Railroad act, the General Canal act, and laws passed prior to and since the amendments to the Constitution in 1875, notably the tax laws of 1873 and 1876, all of which have been enforced and acquiesced in. In the Kentucky Railroad tax cases, 115 U. S., 321, the classification of the property of railroads for taxation is recognized, and in the opinion of the court, Justice Matthews: “The right to classify railroad property as a separate class for purposes of taxation grows out of the inherent nature of the property and the discretion vested by the Constitution of the State in its legislature, and necessarily involves the right on its part to devise and carry into effect a distinct scheme with different tribunals in the proceeding to value it.” We have no right to assume that this discretion will be abused and railroads taxed out of existence, as has been said, and to strain the power of the court to protect them in anticipation of such attempt at destruction. If the property of railroad and canal companies

admits of this distinctive classification, founded on real differences and not on mere devices for the manifest purpose to oppress and harass them by unequal taxation, then the law which classifies them for taxation is general within the description of such a law in the well-known and oft quoted decisions of our own courts.

The word "all" does not precede the word property in the paragraph referred to, and property may therefore be classified, and even exempted from taxation, as is sometimes done, without violating the express words of the constitution.

Besides the requirement that property shall be assessed for taxes under general laws, it must also be assessed "by uniform rules." The word "uniform" is defined as "not variable," "not different," "having the same form or manner." As it stands in this paragraph of the constitution it means that rules must not be variable in their application to the subject of taxation included in the classification of property. In the Head Money cases, 112 U. S. 580-594 in construing the clause of the constitution of the United States that "all duties, imposts and excises shall be uniform throughout the United States," the court said, "the tax is uniform when it operates with the same force and effect in every place where the subject is found," but that "perfect uniformity and perfect equality of taxation in all aspects in which the human mind can view it, is a baseless dream, as this court has said more than once," citing State Railroad tax cases 92 U. S. 575, 612. The rules for taxation must be uniform as to the property in the class on which it operates. As to railroad property, all property in that class must be assessed for taxes by the same rules. But suppose the law by its uniformity does produce unequal and unjust results in some cases, is it therefore to be annulled? Suppose, as in this case, that the main stem, which includes the road-bed not exceeding 100 feet in width, with its rails, sleepers and depot buildings used for passengers, connected therewith, is assessed at one rate, and the other real estate used for railroad purposes in each taxing district is assessed at another rate, and no good reason is assigned for such difference; or suppose, as in sec. 6 of this act of 1884, it is enacted, "that whenever in any taxing district there shall be several branch lines of railroad belonging to or controlled by one company, or operated under one management, the assessors shall

designate one of said lines as the main stem and the value of the others shall be included in the separate valuation provided for in the second sub-division sec. 3 in this bill," (that is, the value of the real estate used for railroad purposes in each taxing district in this State, other than the main stem), and that this rule applied to some of the railroads produces unequal and unjust results, will these invalidate the law in whole, or in part? These inequalities arise mainly from the fact that some railroad corporations have acquired more of a certain kind of property than others, and they have extended their holding, in many cases, far beyond the width of 100 feet for the main stem of the road as originally intended and provided for in their charters. If all are taxed alike for such excess, the rule of uniformity is not thereby violated. Have not the legislature the legal right to say, that for the main stem of the road 100 feet in width which the original charter contemplated the railroad companies should hold and use, they will tax at the rate of one-half of one per cent. for State purposes, which was the amount originally fixed in most, if not all, of the charters; but for all acquired beyond 100 feet in width a greater tax shall be paid, not to exceed in the aggregate of both taxes the local rate as fixed and assessed for county and municipal purposes? The same rule is applied, by this separation, to all in the class, and they are by this law carefully guarded, not only against assessment at a higher rate than others of the class, but also against a higher rate than is imposed on other property holders in the several taxing districts where their property is located.

The objection that the property of railroads by this law is not assessed by taxes according to its true value, because it can only be truly valued as an entirety, and not in parcels, as provided for in the act, is not well taken. The method of determining the true value of property must be left to the discretion of the legislature. If this value is fixed as the basis of taxation, the method and the agencies to be used to ascertain it belong to the legislative and not to the judicial province.

Nothing is said in the Constitution as to the appropriation of taxes after they are assessed and collected. If, as in this case, one-half of one per cent. is reserved for State purposes, and one per cent. be distributed for local expenses for which general taxes

may be assessed, this court cannot interfere with such apportionment, for the reason that there is no restriction in the Constitution of the power of the legislature to make such apportionment. This is but a convenient form of collection and distribution of taxes when collected, without increasing the general rate of either the individual taxpayer or the railroad and canal company.

It is argued that "the equal protection of the law," under the Fourteenth Amendment of the Constitution of the United States, exempts from any greater burden or charges than such as are equally imposed upon all others under like circumstances, and that this equal protection forbids unequal exactions of every kind, and among them that of unequal taxation. Admitting this to be so, and I am not disposed to deny it, the limitation to all persons and property in like circumstances restricts the comparison to all those within the same classification for taxation. This law does not stand alone in the classification of property for taxation, but it is part of a system of tax laws by which this burden is distributed among all classes of persons and upon all taxable property, with slight exemptions within the State, and taxes are thereby raised for the expenses of the State, county and municipal governments in their different departments, and according to their several requirements. Thus far, as it appears to me, there has been a fair effort throughout the whole system to place all persons and property, so far as may be practicable, within the equal protection of the laws, both constitutional and legislative. That there are errors in details and in some of the methods of assessment, all will probably admit; and doubtless when these are made plain by the practical working of the law they will be corrected. But substantial, and not exact equality, is all that can be required under any system of legislation for taxes. Unless this law is manifestly wrong, it should be sustained. In my opinion it is not, and the judgment should be reversed.

EXHIBIT C.

THE CENTRAL RAILROAD OF NEW JERSEY AND THE PHILADELPHIA
AND READING RAILROAD.

vs.

THE STATE BOARD OF ASSESSORS.

DECISION OF THE SUPREME COURT OF THE STATE OF N. J.

Under the act constituting a State Board of Assessors to value the property of railroads and canals, the case to be reviewed on certiorari by the Supreme Court should be made by the proofs and exceptions on the appeal before such board, and not on a rule to take testimony granted by the Supreme Court.

In estimating the value of railroad property the cost of the acquisition of such property is not an absolute criterion of such value, but is an important element in the circumstances on which a judgment on the subject is to be formed.

The act directs the valuation of the property of these two classes of companies to be made in a distributive mode, that is : 1st, on the main stem ; 2d, the other real estate used for railroad purposes ; 3d, the tangible personal property ; 4th, the franchise. *Held*—That such system of valuations has been declared by the Court of Errors to be constitutional and unobjectionable.

Further held, that the valuations of such property, including the franchise, is legal, and as there is no clear evidence showing the same to be exorbitant, they cannot be modified.

The act, in section 6, directs that whenever in any taxing district there are several branch roads belonging to or controlled by one company, the State Board shall designate one of such lines as the main stem, and that the other shall be valued as property used for railroad purposes, thereby subjecting such respective

parts of the property thus separated to a different rate of taxation. *Held*—That although such distribution of property, with a view to variant taxation, was to be justified by force of the decision in this case by the Court of Errors, still such system was invalid, inasmuch as it left it to the unguided judgment of the State Board to decide which of such branches should be subjected to the higher rate of taxation.

Section 4 of the act directs that in case the valuation of the State Board, of railroad and canal property, shall be relatively higher than the value of the property of other persons in any taxing district, as ascertained by the local assessors, the said board shall accept, as a correct standard of value, the valuations of such local assessors. It was shown that the local assessors illegally took but a percentage of what they deemed the true value of the property appraised by them. *Held*—That the State Board could not take such reduced valuation as its standard of value.

Section 9 of the act provides that in case of a railroad of this State being under lease to a foreign corporation, any tangible personal property of such foreign company, if used or kept but a part of the time in this State, shall be assessed such proportionate part of its value as the time it is used or kept in this State during the year preceding the first day of January, designated in the act, bears to the whole year; and it appearing that certain engines and cars that were used on its leased lines in this State by the Philadelphia and Reading Railroad Company, in the course of inter-State commerce, such company having in use a full local equipment of both leased lines which was duly taxed in this State, *held*—That the tax upon such property employed in inter-State commerce was illegal, being in contravention of that clause of the Constitution of the United States that gives to Congress the exclusive regulation of commerce between the several States.

B. WILLIAMSON, JOSEPH D. BEDLE, GEORGE R. KAERCHER and ROBERT W. D'FOREST, for plaintiffs.

ATTORNEY GENERAL and B. GUMMERE, for the State.

BEASLEY, CHIEF JUSTICE.

The two companies above named have been selected for the purposes of this opinion, as the representatives of the numerous prosecutors of the writs of certiorari now before the court, because in these two cases most of the important questions are presented for decision which are common to this entire class of litigants. It is to be understood, therefore, that whatever is adjudged touching such general topics must be taken as a determination of the subject in each respective case.

The prosecutors of these writs are before the court seeking a review of certain assessments of taxes made upon their property by the State Board of Assessors, under the statute entitled "An act for the taxation of railroad and canal property," approved 10th April, 1884. (*Pamph. Laws*, 1884, p. 142.)

It is the sixteenth section of this enactment that imposes on this court its present duty by giving to the company assessed on the one side, and to the Attorney-General on the other, the right to a certiorari, and by declaring that upon such writ relief may be had "as well in cases where it is claimed that the amount of tax is excessive or insufficient, as in cases where it is claimed that the principle upon which the assessment is made is erroneous." By force of this provision the court is now appealed to in behalf of these companies to declare that certain parts of their assessments are erroneous, either because they are founded on exorbitant valuations of their property, which have been included by error of judgment, or by the adoption of false principles of appraisal, or because the taxes themselves have been put upon them in disregard of the Constitution of this State or of that of the United States.

Before, however, entering upon the consideration of these topics, it appears to us proper to premise that the mode adopted in bringing these procedures before the court must not be taken as an approved precedent for future action. In the present instances the course taken has been this: The State Board made

its assessments, and the companies, feeling themselves aggrieved, appealed to the board for a review, as they were entitled to do by force of a provision to that effect in the statute; from the adjudication thus resulting, the proceedings were removed to this court by these certioraris, and thereupon, in pursuance of authority given by a rule of court, testimony was taken, and it is upon that testimony that the cases have been heard and are now to be decided by us. From this statement it is evident that, as the matter stands, we are trying these matters *de novo*, and are not altogether reviewing the action of the State Board. We do not think that the statute justifies such a proceeding; it does not appear to have been the legislative design to throw upon us such a burden as this, or to convert the court into a Board of Assessors to ascertain the values of this vast mass of multifarious property, founding its judgment on evidence taken under its authority and for the first time introduced into the case. Our interpretation of this part of the statute is, that it requires the substantial case to be laid *in extenso* before the State Board, and exceptions to be there taken, and that it is the case so made, so far as it has been excepted to, that is removable to this court for review. In our opinion, no general rule to take new evidence should be allowed by this court, either on the allowance of the certiorari or upon its return. This is evinced by the general adjustments of the section giving this remedy and particularly by the fact that a certiorari is not permitted, "unless the applicant has applied to the board to review the assessment." The result, in the present instance, should serve as a warning to the court against any endeavor to try these cases anew on these appellate proceedings, as we have in our hands several volumes of arithmetical details, which, to understand in their various applications, would require months of labor.

With these preliminary remarks we will proceed to dispose of the principal matters to which our attention has been called in the briefs of the several counsel.

Objection is made, in various respects, to the valuations of property which have been returned by the State Board.

The first exception in this vein is, that instead of ascertaining the true value of the lands of these companies, the board, after ascertaining such value, multiplied the sum thus settled by the

numbers two or three, and adopted the product as the market or true value of the property. It is insisted that by this course these officers have assessed these lands at two or three times their real value.

But we have failed to see either the illegality or injustice of this part of the proceeding. The problem is, not what land for agricultural or building purposes is worth, but what a narrow strip of land, with valuable easements annexed to it, adapted to railroad uses, will bring in the market. That such strip of land to be applied in such a manner cannot be bought at the price that the adjacent lands sell for by the acre, is, at once, obvious. When a railroad is located so as to pass through a building plot, or a farm, the damage done to the part of the land not appropriated is generally many times the value of the land so taken, estimating its value by the acre; and, consequently, the owner of the required land will not sell it, except at a price that will compensate him as well for the land he sells as for the damage sustained by the residue of his property. There is no reason to suppose that the land thus acquired, if sold in the market for railroad purposes, will not bring a sum equal to the cost of its acquisition. The consequence is, that even if we assume these valuations to have been made in the manner alleged by the plaintiffs, and which fact is disputed by the counsel for the State, still it is plain that the State Board could not have reasonably estimated the lands in question by the measure of the value of the adjacent lands; and as there is nothing before us from which we can perceive that the result which has been attained by the methods used by the board is manifestly wrong or exorbitant, the appraisals in question cannot be annulled or reformed.

But it is again objected that the State Board, in estimating the value of these roads and structures took, as the absolute standard of value, either the original cost of acquisition and construction, less wear and tear, or the cost of reproduction.

We think this premise is not to be conceded, for there is no evidence from which it can reasonably be inferred that so fallacious a measure of value was adopted. It is common knowledge that what a thing has cost is no infallible criterion of its market value; it is, therefore, to the highest degree improbable that the officers composing this board, who have manifested

so conspicuously both capacity and knowledge with reference to the multiform and intricate subjects embraced in these suits, could have fallen into an error so utterly puerile. That the board ascertained that the cost of acquisition and construction is beyond doubt; it could scarcely perform its functions intelligently, without doing so, for such cost, though not an incontestable evidence of exchangeable value, is, nevertheless, almost always an important particular in the mass of circumstances laying the basis of a rational judgment touching the value of anything as an article of sale. That the State Board used cost in the way thus indicated is clear, but it is not shown that it was used as an absolute measure. The inference drawn by counsel, that because the cost, as ascertained and proved by the engineers, who were the witnesses called by the State, very often agree in amount quite closely with the valuations found by the board; therefore, the standard of cost as adopted by the board, is, we think, not warranted. Such approximations between these respective valuations were to be expected, for no reason is perceived why the property of a successful railroad is not worth about the sum that it would cost to replace it, allowance being made for its depreciation from use.

Again, it is urged that it is not practicable to make a constitutional valuation of property for the purpose of taxation by the distributive method defined in the statute.

The statutable direction referred to is that the State Board shall value separately: (1) The main stem, consisting of a strip one hundred feet in width, with its superincumbent structures; (2) the other real estate used for railroad purposes; (3) the tangible personal property; (4) the franchises.

But we think that this general objection we are not called upon to consider, inasmuch as, in our opinion, the Court of Errors has passed upon the questions and declared this contention to be untenable. This system of disjunctive valuations lies at the basis of this act; it could not be executed on any other plan; consequently, when the act was vindicated on constitutional grounds, the system thus essential to it was likewise vindicated.

But it is further said, that admitting the constitutionality of the system just mentioned, the methods of valuation applied to the

franchises of these companies are illegal and their results unjust and oppressive.

The State Board has in its return specifically stated the mode it pursued in valuing this species of property. This is the language of the return :

“And the said board do further certify and return that, for the purpose of ascertaining the value of the franchise of the several corporations whose franchises were taxable under the provisions of the act above mentioned, they adopted the following rules and principles as equitable and just for the purpose, to wit : That the amount of the capital stock and of the funded and other debts of each corporation or person, taxable under the act aforesaid, should be ascertained, and that the value thereof should also be ascertained; and that, in all cases where the aggregate amount of the value of the capital stock and of the securities representing said debts exceeded the value of the entire amount of the tangible property of such corporation, the value of the franchise should be ascertained by deducting from the aggregate amount of the value of such capital stock, and of the securities representing said debts, the aggregate amount of the value of said tangible property, and that sixty per centum of the amount remaining in each case should be taken and held to be the value of the franchise of such corporation; and that in all cases where the amount of the value of the capital stock and of the securities representing said debts was less than the value of the entire amount of the tangible property of such corporation, the gross earnings of such corporation should be ascertained, and that twenty per centum of such gross earnings (being an amount which would make the tax upon the franchise of such corporation a sum equal to one-tenth of one per centum upon such gross earnings) should be taken and held to be the value of the franchise of such corporation.”

At the outset of our inquiry into this article of objection it is well to say that we do not feel that the duty is incumbent on us to express any opinion with respect to the formula by which the board arrived at the sum which it declared to be the true value of these franchises. Our only concern is to know whether the properties, including the franchises, have been put at their true value. That there is a saleable value in railroads that carry on a

profitable business, that is far beyond the naked value of the real and tangible property used for railroad purposes, we think is manifest, and it does no harm to any one to call such additional value, or some part of it, by the name of franchise. It seems to us unquestionable that the marketable value of a successful railroad is generally greatly in excess of the value of its road-bed, equipments and other tangible possessions. The location of the road, the places or territories it connects, its capabilities for future expansion, are elements going to make up its productiveness as a vendible thing in the market. It would be unreasonable to affirm that a road connecting two hamlets would, under usual conditions, bring as much, if sold, as a road connecting two large cities, the cost or abstract value of the two being equal. This additional value of the road imparted to it by reason of its location, etc., will be called, for the sake of brevity, its adventitious value.

We understand, then, that what this board has done is this, viz., that it first ascertained the value of the road-bed, structures and tangible property, treating them as adapted to railroad uses, but without reference to the location of the particular road or its capabilities; and in those cases in which it was found that the market value of the stock of the company indicated an excess of value beyond this appraised value of its property, after the deduction of its debts, the board proceeded to find this factor which obviously enhanced the value of the road as an entirety and which had not been embraced in the estimations already made. This unvalued factor was ascertained by adding to the market value of the stock the debts of the company, and deducting from the sum so found the value of the corporate property as appraised by the board. It is plain that the subtrahend obtained by this process represents what has been above styled the adventitious value of the entire road, its chartered privileges included. It was sixty per cent. of the sum thus found that the board, calling it the value of the franchise, added to the sum of the valuations made by it, in manner already mentioned, of the real and tangible property of the company; and it was thus, by the addition of the abstract value and of the adventitious value of the road, that its entire value was found. It is quite impossible for the court to say that the result

thus reached is in anywise erroneous or excessive. It is certainly not excessive if the market value of the stock of the company infallibly proved the value of its possessions after the deduction of its debts, for the board has discounted largely from its estimate obtained on that basis. We can perceive nothing in the facts before us that would justify us in interfering with the valuations of this class. We do not consider that we have the right to alter or annul any of the proceedings of this body of officers except for palpable error, for it is not to be overlooked that the statute in question expressly declares that these assessors "shall be entitled to use their personal knowledge and judgment as to the value of property—a capacity with which this court is not induced by the legislature.

Regarding the second method devised by the board for the ascertainment of the value of these corporate privileges, and which was applied to the class of roads that may be denominated unproductive roads, we have concluded that such method was plainly fallacious, and must accordingly be disapproved of by us. It will be perceived from the report already quoted, that in all cases where the amount of the value of the capital stock, and of the securities representing the debts, was less than the entire amount of the estimated value of the tangible property of the corporation, the board ascertained the amount of the gross earnings of the company, and took twenty per cent. of such earnings as the value of the franchise. But we have been utterly unable to find, under the conditions stated, any value to such franchises, other than the expense of their acquisition under the general railroad law of the State. The property of these companies was estimated on the basis of its being railroad property; that is, that it was adapted to such uses and would be so applied. In these instances, unlike the class just disposed of, the market value of the stock does not indicate the presence of any other factor adding a value in the entire road in excess of the estimation thus made. Under these circumstances is it not certain that a purchaser of the road would not give for it anything more than the value of the real and personal property, and the cost of acquiring the franchise in the statutory mode—for, in these cases, the road has no adventitious value, at least none such is apparent in the price of its stock.

Our conclusion, consequently, on this branch of the case is, that the valuations of the franchises made in this latter method, and on the basis of gross earnings, must be discarded, and in lieu thereof a merely nominal sum must be substituted.

The solution of the next question has been a work of some difficulty.

In the sixth section of the act we are considering will be found a provision in the following words, viz: "That whenever in any taxing district there shall be several branch lines of railroad belonging to, or controlled by, one company, or operated under one management, the assessors shall designate one of such lines as the main stem, and the value of the others shall be included in the separate valuation provided for in the second sub-division of section 3 of this bill."

It will be found, upon consulting section 3 of the act thus referred to, that the property to be assessed by its force is required to be assessed at a higher rate than that put upon the main stem—so that in point of fact, in the execution of this law, wherever more than two branch roads have been found in any taxing district, one has been denominated main stem by the board and has consequently been assessed at a lower rate than the rest of such branches.

From this presentation of this statutory provision as applied to the facts, it will be observed that here are railroad branches, identical in all essential characteristics, and applied to an identical use, separated for the purpose of taxation, and assessed under a multiform rule, the result being that such properties, by an arbitrary legislative fiat, are unequally burdened. It appears from the proofs before us that in several instances where there were three branch roads in one taxing district, being under one management though owned by different companies, one of them has been denominated as a main stem by the State Board, in compliance with the act, and has thus been assessed at a lighter rate than the other two. This selection of a main stem is made at the will of this official body, uncontrolled by any legislative standard, and unguided by any peculiarity in the individuals of the class to be selected from, for they are in all respects alike.

If the problem thus presented were to be solved by reasoning *a priori*, I should have no hesitation in declaring such an assess-

ment to be illegal. But such is not the present posture of this question. When these cases, in their general phases, were before this court, the clause of the Constitution of the State that prescribes "that property shall be assessed under general laws and by uniform rules," was expounded to require the inclusion in the assemblage of things to be taxed of everything possessed of a like nature and of like characteristics, and that the things so brought into association should be subjected to an equable burden. By force of the requirement that the assessment should be made under "general laws," it was deemed that when a tax was sought to be imposed upon things possessed of a certain nature and characteristics, all the things corresponding in these particulars must be embraced in the act; that a part of such things could not be taxed, and a part exempted. And it was further thought that the second requirement, that these assessments were to be made by "uniform rules," guaranteed that all the things thus classified would be taxed at the same rate; that the things classed would not be subdivided into groups, as it was conceived was done under the present law, and such groups unequally burdened. The view entertained was, that before the introduction of this constitutional regulation it was not entirely certain whether things might not be grouped, instead of being classified, for the purpose of taxing them, and it was equally uncertain whether, having been properly classified, the class so formed could not be broken into parts, to the end that they might be taxed at different rates. These two regulations, thus construed, were not only consistent, but the latter was the essential complement of the former; it was thought to be far from difficult to give to either of them a meaning that would dispense with the necessity of the existence of the other; but by accepting both in the sense indicated they harmonized in effecting the highly desirable result that all similar property should be similarly taxed. Testing the act now under advisement by this theory, it was pronounced by this court to be in contravention of the Constitution, inasmuch as it grouped the property, real and personal, which as owned or used in their business by railroad and canal companies, and taxed it at the same time that all similar property, owned by other persons, was left untaxed. This view was not concurred in by the superior court

on review ; the law separating the possessions of these two descriptions of corporations from all other property, and separately and exclusively taxing them, was declared to be a constitutional exercise of legislative authority ; and the point of inquiry consequently is, to determine the principle upon which that decision rests in order to apply it to the novel phase of this case that we are called upon to decide.

It will be observed that the first question is, whether the legislature could cause these branch railroads to be separated into groups, and direct variant rates of tax to be placed on such groups. As such roads, considered intrinsically and with respect to their uses, are not to be discriminated, such a distribution, it is plain, can be justified only on the assumption that it is lawful for the legislature to select for taxation what property it pleases out of a mass of property identical both as to essence and application. The inquiry, therefore, is, has the Court of Errors laid down as a basis of its decision, a principle that recognizes the existence of such an untrammelled power ?

After a careful examination of the subject, I have come to the conclusion that this question must be answered in the affirmative. It seems to me indubitable that it has been established in this State that property of any kind can be grouped for taxation arbitrarily by the legislature.

As has already appeared, this court had decided that the legislature, in the course of taxing property, could not take part of a class and tax exclusively such part, and that the property of railroad and canal companies standing by themselves were a group and not a class ; but the superior court held the contrary of this, declaring that such an assemblage of properties constituted a true class on which distinct taxes could be lawfully imposed. The ground of this conclusion was not that the things thus selected were, in their essential characteristics, alike, and that they were unlike other things belonging to other persons. Inasmuch as the land in the use of a railroad company did not, in any important respect, differ from other land ; inasmuch as a boat employed by a canal company did not, in any material feature, vary from other boats, it was obvious that such things could not be set apart from other lands and from other boats by reason of their intrinsical dissimilitude. It was impossible for

the court to declare that the real and tangible personal property of a railroad was like the real and tangible personal property of a canal, and was unlike all other property, and on account of such likeness *inter se*, and such dissimilarity to other objects, could be placed in a group by themselves and separately taxed. It was self-evident that railroad property was unlike canal property, and no attempt was therefore made to assimilate them with a view to a classification, but they were applied to the same common use, and it was by this link they were accordingly bound together for the purpose of taxation. The fact that the properties were put to the same use was the basis laid by the Court of Errors of their classification. In his opinion, the learned Chancellor, upon this subject, expresses his views in these words, viz : "In the act under consideration the legislature has separated for taxation, not all the property of railroad and canal companies, but only so much of it as is used for the particular purposes of these corporations, and has imposed upon the property so separated a tax for State purposes and tax for county and municipal purposes. The property of such companies not used for special purposes is left to be taxed in the same manner as other like property. The property separated, so far from being taken by mere arbitrary selection, is all of it so circumstanced by the peculiar use to which it is put, as to make it, on that account, a class by itself." And Mr. Justice Dixon, with characteristic clearness, thus formulates the same principle of classification. He says : "The property to be assessed is all property used for railroad purposes and all property used for canal purposes. This is, in my judgment, a legitimate classification. It is true that things used for railroad and canal purposes are not in essence different from such things when put to other uses. But the classification of property need not rest on the essence of things. The use made of them forms as just and as common a basis of classification as does their essence."

From these extracts the *ratio decidendi* is clearly apparent, and from the foundation thus laid, it seems inevitably to follow that when the statute was vindicated, the power of the legislature to take at will part of a class of property, the whole class being devoted to the same use, and to tax such part exclusively,

was likewise vindicated. For when it was declared that these two kinds of unlike properties, on account of their common use, would constitute a class to be separately taxed, it cannot be assumed that the fact was overlooked that such property was only a part of that devoted to such use. The properties of railroads and canals are commercial instrumentalities; the common use to which they are put being the transportation of persons and merchandise from place to place. Both such properties are merely a part of the property devoted to such use. The properties of these two classes of corporations do not differ in the least degree, in this respect, from the properties of all other common carriers. No one can say that railroad property can be discriminated by its use from that of an express company or a ferry company, or from that of any other person, natural or artificial, whose business it is to carry for hire articles of traffic from one place to another. A canal, with respect to its employment as property, is undistinguishable from a turnpike; they each furnish a way for the transit of persons and property on the payment of toll, the only material difference between such ways being, that the one is constituted of water and the other of earth. The property of a city horse car company is employed in carrying persons from place to place as a common carrier, and it seems quite impossible to make a discrimination in respect to the use of its property between it and a railroad company, and it seems equally impossible to affirm that it is not more like, in all matters of use or conformation, to a railroad company than a canal company is. In view, then, of the fact that this act that thus groups for taxation the properties of railroads and canals that have no resemblance to each other except from the circumstance that they are similarly used as instruments of commercial transportation, and that such act does not embrace the properties of turnpike, city horse car railroads, or those of other common carriers, which are all alike used as instruments of commercial transportation, has been approved of by the Court of Errors, there appears to be no other conclusion to be drawn than that the right of the legislature to set aside any groups of property for special taxation has received the sanction of that tribunal.

So we are necessarily led to the same conclusion when we turn our attention to another feature of the statute, and which has

likewise received the approval of the court of last resort. I refer to that part of the act which directs that the main stem of each railroad, and the water-way of each canal, of the width of one hundred feet, shall be separated from all the other property of such companies used in their business, and that the property contained in such separated area, together with the included structures, shall be taxed at a less rate than the land thus placed outside of such area. It will be observed, therefore, that if one of these companies happens to own more property used in its business which stands outside of such main stem, than is possessed by another company, the former is burdened by higher tax than the latter is, although the property thus differentiated by the amounts of their respective taxes are identical, both in kind and with respect to use, and although the quantity of land owned by such respective companies is the same and may be precisely of the same value. Let us suppose, for the sake of perspicuity, one company to own, in a certain taxing district, one hundred acres of land, the whole of such tract with structures upon it being within the area denominated main stem, and being of the value say of one hundred thousand dollars; and another company to own a tract with structures similar in all respects, and of similar value, one-half of which is outside of such main stem, the result will be that this extraneous half will be taxed at a heavier rate than any part of those of the first-mentioned company will be taxed at—the things are the same, the value is the same, and the use is the same, but the taxes are unequal. The direction of the act was to tear asunder objects which are inseparable both from their nature and use, and that a dissimilar tax should be put upon such disjointed fragments; we have not been told upon what basis such a grouping was to be vested; all that we know is that the court of last resort has announced that such a scheme of taxation is constitutional, and that this was a taxing “under a general law and by a uniform rule.” I can entertain no doubt that the legislative act done was an arbitrary grouping of this property for the purpose of taxation, and that as such act has been approved of by the highest court in the State, the legislative power, to the extent herein exhibited, has been established.

Consequently, accrediting to the legislative department of the

government the prerogative just stated, no reason is perceived why the law makers were not competent to separate these branch roads, already indicated, into groups, with a view to taxing them at different rates. Such an act is plainly mere arbitrary selection, but not more so than selecting the properties of railroads and canals on the basis of their use, out of all other property employed in such use. Had the legislature itself declared that where there were several branch roads in one taxing district, a particular one of such roads should be treated as the main stem and taxed accordingly, and that the others should be taken as branches, and, as such, taxed at a greater rate, I could not have judicially pronounced, whatever my private views may be, such an exertion of power illegitimate, because the existence of such a power has been recognized, as I deem it clear, by the court of last resort. But the present problem does not stand before us thus simply conditioned; the legislature has not itself declared which of these branches is to be selected as main stem, but has delegated the power to make such selection to the State Board. In other words, this body of officers is authorized to say which branch, out of three or more, shall be chosen as main stem, and shall, thereby, be exempted from a part of the tax to which the rest will be liable. The legislature has not provided any standard by which the selection in question is to be made; everything in the matter being left to the unguided discretion of the designated officials. It has been held in this court on several occasions, that in the exercising of the taxing power, both the amount of the tax and the subjects to be subjected to it, must be fixed by the legislature itself, or some standard must be provided by it, whereby such matters may be plainly ascertained. Neither of such things can be left at large to be decided by the judgment of any set of officers. Such, we understand, to have been the view heretofore taken of this subject. But, as the matter now stands, we do not feel that it is entirely free from difficulty. It has been decided, in an authoritative form, as has already been shown, that methods of taxation are constitutional, which, it must be owned, indicate the possession by the legislature of a power over the subject, the bounds of which cannot, at present, be defined with precision. It is certainly to be regretted that when the court of last resort dealt with this

statute it did not proceed to declare what power, if any, resides in the constitutional clause then in discussion before it. The subject was a most momentous one, especially at the present time, for it embraces the inquiry whether or not the property in this State, in the hands of private owners, has any protection whatever, by virtue of the fundamental law, against aggressive taxation. But inasmuch as the judgment of the Court of Errors did not, in express terms, declare that the particular provision relative to the assessments of these branch roads, was, in all respects, legal, we deem ourselves at liberty to decide the problem according to our own convictions with respect to the law of the subject. We therefore say that, in our opinion, this part of the act cannot be executed in the particular manner provided, and that such section being void, these branch roads must be taxed according to the general mode defined in this law—that is, each branch road must be assessed in part as main stem, and in part as property used for railroad purposes.

In the next place it is objected that the real estate of these companies used for railroad purposes, other than main stem, has not been valued by the State Board in accordance with the statutory direction.

We find the provision on this subject expressed in the terms following :

“Sec. 4. That if the assessed value of the real estate of persons other than railroad or canal corporations in any taxing district wherein such railroad or canal property may be found, as ascertained by the assessors of such taxing district, is relatively lower than that which has been *laid upon the land of the several companies in said taxing district*, the said board shall be required to accept said valuation of the assessors for such taxing district, *as a correct standard of value*, and to thereby correct or reduce the separate valuation provided for in the second subdivision of section 3 of this bill.”

The complaint is, that in executing this provision the State Board refused to take the standard of valuation thus provided.

The facts forming the basis of this position are these : The board reported that “the main stem and personal property of all railroads have been valued in accordance with the provision of the law at their full or true value, while the universal custom of

local assessors is to value for taxation at a percentage of true value, ranging all the way from forty to eighty per cent. averaging, it is thought, about sixty-five per cent. of true value."

It appears, therefore, that the board has taken true value as the standard, and has refused to discount anything from such estimation on account of the custom of the local assessors in that respect. It is now insisted that the standard erected by the legislature for the use of the State Board was true value, *minus* this percentage of deduction.

But if this be the proper interpretation of the section, the plain result is that the whole provision is absolutely void. It was not competent for the legislature to put in force such a procedure. The Constitution says, in express terms, that property shall be assessed for taxation at "its true value," and if the legislature has authorized it to be assessed otherwise, such direction is nugatory, and the act must necessarily be enforced without reference to it.

But it is not clear that this was the legislative design, for looking at the entire section in question, it is conceived it may be understood as providing for cases in which the judgments of the State Board and the local assessors are in disagreement touching the true value of the property in the several localities, and when the true value found by such local officers is less than the true value as found by the board, the estimates of the former shall be the standard. When, therefore, it appears that the local officers find a given sum as value for the purpose of taxation, and at the same time state that such sum does not represent true value by a certain percentage that has been discounted, the valuation of the assessors, which the board is required to apply as the "correct standard of value," is the sum that such local officer has found to be the true value, that is, the value put by them upon the property, without the deduction of any percentage. The true value which the assessors in point of fact find is one thing, and the value which they adopt is quite another, and it is the former that is required to be received as a measure by the board; but as there is nothing in the proofs from which we can draw the conclusions that such measure does not in substance coincide with the valuations which have been made of this property, this objection cannot prevail.

The last exception which will be disposed of at this time relates to the mode provided in section 9 of the act for the taxation of the railroad property put in use in this State by foreign corporations.

The section referred to is in these words, viz: "That if the property of any railroad or canal company be leased or operated by any other corporation, foreign or domestic, the property of the lessor, or company whose property is operated, shall be subject to taxation in the manner hereinbefore directed, and if the lessee or operating company, being a foreign corporation, be the owner or possessor of any property in this State other than that which it derives from the lessor or company whose property is operated, it shall be assessed in respect of such property in like manner as any domestic railroad or canal company; any tangible personal property of such foreign company, if used or kept but a part of the time in this State, shall be assessed such proportionate part of its value as the time it is used or kept in this State during the year preceding the first day of January, mentioned in section 21 hereof, bears to the whole year."

Certain property of the Philadelphia and Reading Railroad Company, consisting of engines, cars, &c., which it has not derived as lessee or otherwise, from any company whose property is operated by it in this State, has been taxed by the State Board under the provisions of the section thus recited. The Philadelphia and Reading Company is taxed in this manner because it is a foreign corporation operating a railroad in this State as a lessee. This corporation was incorporated under the laws of Pennsylvania, and has its principal office and place of business in the city of Philadelphia. The property taxed is held by it either as general or special owner. It is taxed on the basis of being used part of the time on the roads leased by the company in this State, and the tax is graduated by the length, in point of time, of such use. It appears from the proofs that such use consists almost entirely in the transportation of passengers and merchandise across the territory of this State in the course of inter-State commerce. The road is made up in part of leased roads in other States and in this State, and the equipments taxed are devoted to this business over the entire line. The company carries passengers and goods occasionally from place to place in this State

by means of these trains and as an incident merely to its business of assisting in the commerce between the States.

The question therefore arises, what jurisdiction has this State for the purposes of taxation over this property?

It is obvious that these things have no *situs* in this State—they are merely here *in transitu*. The circumstance that they pass over a road in this State leased by the owner of them cannot so annex them to the road as to make them taxable as a part of it. The owner of the property has a foreign domicile, which is the permanent *situs* of the property, it being brought into this jurisdiction solely in consequence of the general business followed by the corporation and which has been already characterized.

It will be also noted that this is not a tax on the business of this company falling incidentally and in the distance on the property in question, but it is imposed, with absolute directness, upon these vehicles of inter-State commerce. This is so plainly the case that the tax increases in proportion to the increase in the use of such vehicles in this State, and diminishes as such use diminishes. The case is, therefore, entirely aside of that class of decisions cited in the briefs of counsel, which hold that under certain conditions a tax may be laid on the business of persons, although such tax may ultimately rest, in some degree, on the business of inter-State commerce.

The leading case in this State on the subject to be disposed of is that of *The Erie Railway Company v. The State*, 2 Vroom, 53, in which it was declared in the court of last resort that a tax could not be laid on the business of foreign corporations, such business consisting in the transportation of persons and things from State to State, for the reason that it was an infringement of the clause of the Constitution of the United States which gave to Congress the regulation of commerce between the several States. In that instance the tax was in form on the business of the company, but the court, looking beyond the form, considered that it was in substance on the persons and things carried, and was therefore illegitimate. In the case now before us the tax, as has been shown, is directly on the instruments essential to the commercial intercourse between the States, so that the present case appears to be plainly subject to the principle established in the decision referred to.

This subject has also received much consideration, particularly of late, in the Supreme and Circuit Courts of the United States. A conspicuous example in this train of decision is that of *Hays v. Pacific Mail Steamship Company*, 17 How., 596. That company was a corporation of New York, being the owner of vessels registered there which plied between New York City and San Francisco, and different ports in Oregon. Its principal office was in New York, but it had agencies established in Panama and in San Francisco, having also a naval dock and shipyard at Benicia, in California, for the purpose of furnishing and repairing its steamers, which usually remained only long enough at San Francisco to land and receive passengers and cargo, and at Benicia only for repairs and supplies. Taxes had been assessed upon these steamers in the State of California, and such tax was declared by the Supreme Court of the United States to be illegal, the grounds of judgment being assigned in the opinion in these words, viz. : " We are satisfied that the State of California had no jurisdiction over these vessels for the purpose of taxation ; they are not property abiding within its limits so as to become incorporated with the other personal property of the State ; they were there but temporarily engaged in lawful trade and commerce with their *situs* at the home port where the vessels belonged, and where their owners were liable to be taxed for the capital invested, and where the taxes had been paid."

So the same doctrine was embodied in the decision of the similar case of *The Gloucester Ferry Company v. Pennsylvania*, 114 U. S., 197. That company was a corporation of this State, and ran its boats from this State to a dock in the city of Philadelphia, of which dock it was the lessee. The boats were registered in this State. Taxes were laid on the company in Pennsylvania on the appraised value of its capital stock, which was adjudged to be illegal by the Court of Common Pleas of the city of Philadelphia for the reason that there was no other business carried on in the State of Pennsylvania, except the landing and receiving of passengers and freight, and which was a part of the commerce of the country, and which was, consequently, protected from the imposition of burdens by the State legislature. This judgment was affirmed, on the same grounds, by the Supreme Court of the United States.

, We think the aptness of these decisions as authorities in our present inquiry, is clear. These vessels were exempted from taxation by the States whose territories they merely touched in passing, as they were the means of commercial inter-communication between the States. Nor do we deem that it would in any wise have affected the judgments in these cases if it had appeared that these vessels in passing had carried passengers or goods from one port to another in the State imposing the tax, as the vessels were obviously not within the jurisdiction of the State for the purpose of prosecuting a local trade, such local transportation being but an incident to the general business in which they were employed.

The case which is, perhaps, more nearly in point for present uses, at least with regard to its circumstances, is that of *The Pullman Southern Car Co. v. Nolan*, 22 *Fed. Rep.*, No. 5. The State of Tennessee had assessed upon that company a privilege tax of seventy-five dollars per annum for running or using sleeping cars in the transportation of inter-State passengers. Mr. Justice Matthews, sitting in the United States Circuit Court, pronounced such imposition to be unconstitutional on the ground that the property taxed had no abiding place in the State, and being engaged in commerce between the States was within the jurisdiction of Tennessee only *in transitu*.

The judgments rendered by this court in the cases of *The State v. Engle*, 5 *Vroom*, 425, and *The State v. Carrigan*, 10 *Vroom*, 35, are authorities of similar import.

It will be observed that the only distinction which can be alleged to exist between the substantial facts of the cases cited and the present one, is the circumstance that the Reading company is the lessee of these roads over which it passes its trains in crossing this State. But as we have already said, we cannot perceive that such peculiarity can at all affect the rule by which the case is to be governed, inasmuch as the property in question is not brought into the State as the local equipment of these roads, but comes here necessarily in the course of the general business of the company—that business being the transportation of persons and property from State to State. If these engines and cars were, in substance and effect, the local appliances of these leased roads, they would then have a *situs* in this State and could

be taxed accordingly; but such is plainly not the case, for the local equipments of these lines belong to the lessors, and though passing to the Reading company under the lease, have been properly taxed by virtue of this statute to such lessors. The proofs before us clearly demonstrate that in no proper sense can the property in question be regarded as the equipment of the roads used by this company in this State. We look upon this property, and which is owned by a non-resident, as being here in this State solely because it is an instrumentality of inter-State commerce, and we think under such conditions that it cannot be to any degree directly taxed by this State. Railroads have already become the great highways of the nation, and we think it of the first importance that the traffic connected with them should be as free as the air, so far as local exactions are concerned.

This item of the tax must be deducted from the assessment.

But from the foregoing view it is not to be understood that it is decided that a foreign railroad company, being possessed of no local equipment for a leased road lying in this territory, or having but an insufficient equipment, can by means of its through trains do a local business therein, and then claim entire exemption from taxation in this jurisdiction, on the ground that such trains were employed in inter-State commerce. We think that in such cases the property is devoted to two uses—that is, in local as well as in inter-State commerce, and that at least to the extent that it is employed in the former business, it is taxable by the State. Whenever, therefore, a foreign railroad company is using a leased line in this State and has no adequate local equipment for such line and does a substantial local business here by means of its trains *in transitu*, the property so used should be at least measurably taxed as being possessed of a *situs* in this State, and not to that extent being under the protection of the Federal Constitution. But when, as in the case of the Philadelphia and Reading Railroad Company, there is a reasonable local equipment used for local business, and the through trains of this company, in the prosecution evidently of its business of commerce between the States, and as an incident to such business, takes up passengers or goods and transports them from one place to another place in the State, we think the property so employed is not subjected to the taxing power of this State.

EXHIBIT D.

RAILROADS INCORPORATED UNDER THE GENERAL RAILROAD LAW SINCE JANUARY 1ST, 1886.

The Baltimore and New York Railroad Company. Articles filed January 5th, 1886. Line to extend from a point on the Rahway River, in the township of Clark, Union county, about one mile north of the northerly line of the city of Rahway, and terminate on the easterly line of the State of New Jersey, in said county, at a point in said boundary line near the mouth of Morse's Creek, and opposite to the city of Elizabeth—a distance of six miles.

New Jersey Junction Railroad Company. Articles filed February 27th, 1886. Main line to extend from a point in Union township, Hudson county, at or near the northern boundary of the Oak Cliff property, on the Hudson River, to or near a point of connection with the Central Railroad of New Jersey, in the city of Jersey City; with nine branches or extensions—all in the county of Hudson. Length of main line eight miles; main line and branches, twelve miles.

Jersey City and Bayonne Railroad Company. Articles filed March 2nd, 1886. Line to extend from a point in Jersey City, Hudson county, at or near the northeast corner of the property of the New York Bay Cemetery Company, on the Central Railroad of New Jersey, to a point in the city of Bayonne, in said county, on or near the Kill Von Kull; with a branch or connecting road from some point on said main line, in the city of Bayonne, to or near Constable's Point. Length of main line five miles; main line and branch six and three-quarters miles.

New Jersey Shore Line Railroad Company. Articles filed March 2nd, 1886. Line to extend from a point in the township of Union, Hudson county, at or near the northern boundary of the Oak Cliff property on the Hudson river, along or near the shore of said river, to a point in the town of Harrington, Bergen county, on the division line between the States of New Jersey and New York—a distance of fifteen and one-half miles.

The Docks Connecting Railway Company. Articles filed April 17th, 1886. Line to extend from a point in the centre of the west-bound main track of the railroad operated by the New York, Lake Erie and Western Railroad Company, east of the tunnel of said Company, through Bergen Hill, and running northerly to a point in the township of Union, Hudson county—a distance of (not to exceed) four miles and a half.

The Port Oram Railroad Company. Articles filed June 22d, 1886. Line to extend from a point near the station of the Longwood Valley Branch of the German Valley Railroad, in the village of Port Oram, in the county of Morris, to a point on the line of the Morris and Essex Railroad about six hundred feet easterly from the engine house of the Port Oram furnace, all in the township of Randolph, Morris county. Length of road one-half of a mile.

Macopin Railroad Company. Articles filed November 8th, 1886. Line to extend from a point on the New York, Susquehanna and Western Railroad about fifteen hundred feet northwest from the Charlotteburgh station of said railroad, in the township of West Milford, Passaic county, and running thence generally in a northerly direction to Macopin Lake, sometimes called Echo Lake, in said township and county—a distance of about two miles.

Middlesex Railway Company. Articles filed November 30th, 1886. Line to extend from a point in the side track of the Easton and Amboy Railroad, in the city of Perth Amboy, Middlesex county, said point being opposite the centre of Hartford street continued northward and north of Cedar street, to a point in the northern line of Washington street, in said city, twenty-four feet westward from the west line of the boiler house of the United Refiners Export Oil Company. Length of main line 1800 feet; main line and branches 2900 feet.

The Salem Branch Railroad Company. Articles filed December 3d, 1886. Line to extend from a point on the main line of the Salem Railroad, within the limits of the city of Salem, county of Salem, to a point in said city in the northerly side of Broadway, west of Front street and east of Salem creek ; with such extensions as may be necessary. Length of road about one mile.

SCHEDULE A.

Classification of Returns made to the Comptroller, by the
State Board of Assessors, of

MISCELLANEOUS CORPORATIONS

FOR TAXES OF 1886.

CLASSIFICATION OF RETURNS.

GAS AND ELECTRIC LIGHT COMPANIES.

NAME OF COMPANY.	Gross Receipts.	Tax on Gross Receipts, one-half of one per cent.	Dividends in Excess of four per cent. five per cent.	Tax on Excess Dividends	Total Tax.
Arlington Gas Company.....	\$1,975 12	\$9 88			\$9 88
Atlantic City Gas and Water Company.....	40,883 52	204 17	\$4,000 00	\$200 00	404 17
Bayonne and Greenville Gas Light Company.....	24,459 42	122 30			122 30
Bergen County Gas Light Company.....	9,784 14	48 67	1,818 88	90 69	139 36
Bordentown Gas Light Company.....	5,700 77	28 50			28 50
Bridgeton Gas Light Company.....	18,878 08	66 88	4,966 40	248 82	315 20
Burlington Gas Light Company.....	12,168 81	60 79	2,460 82	123 02	183 81
Camden Gas Light Company.....	107,788 02	588 94	10,055 00	502 75	1,041 69
Camden Lighting and Heating Company.....	5,857 88	26 79			26 79
Cape Island Gas Company.....	11,105 85	55 53			55 53
Citizens' Gas Company (Newark).....	221,262 68	1,106 81	18,378 74	918 94	2,025 25
City Gas Light Company (Trenton).....	8,816 00	41 58	1,504 00	75 20	116 78
Consumers' Gas Light Company (Jersey City).....	17,671 88	88 86			88 86
East Newark Gas Company.....	10,205 43	51 08			51 08
Easton Gas Company.....	106 35	53			53
Elizabeth Schuyler Electric Company.....	487 05	2 84			2 84
Elizabethown Gas Light Company.....	56,854 27	284 27	11,969 60	598 48	892 75
Flemington Gas Light Company.....	4,626 00	23 18	500 00	25 00	48 18
Frederick Gas Light Company.....	8,847 60	44 24	600 00	30 00	74 24
Gas Light Company of the City of New Brunswick.....	31,688 62	157 69	11,698 93	584 95	742 64
Gloucester City Gas Light Company.....	10,864 91	51 82	600 00	30 00	81 82
Hackensack Gas Light Company.....	10,848 82	54 22	652 72	32 64	86 86
Hudson County Gas Light Company.....	99,859 69	496 80	29,261 99	1,438 10	1,959 90
Jersey City Electric Light Company.....	26,966 65	184 98	3,428 70	171 18	1,806 11
Jersey City Gas Light Company.....	77,000 00	885 00	45,000 00	2,200 00	2,685 00

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Gross Receipts.	Tax on Gross Receipts, one-half of one per cent.	Dividends in Excess of four per cent. five per cent.	Tax on Excess Dividends	Total Tax.
Lambertville Gas Light Company.....	\$5,837 68	\$28 69	.....	.....	\$28 69
Lane Spring Hinge Manufacturing Company (Electric Lighting).....	8,250 00	16 25	.....	.....	16 25
Long Branch Electric Light Company.....	8,231 00	16 15	.....	.....	16 15
Long Branch Gas Light Company.....	21,228 43	106 14	.....	.....	106 14
Matawan and Keyport Gas Light Company.....	8,159 96	15 80	.....	.....	15 80
Millville Gas Light Company.....	10,874 86	54 37	\$625 00	\$16 25	70 62
Montclair Gas and Water Company.....	22,158 00	110 79	2,104 00	105 20	215 99
Morristown Gas Light Company.....	18,004 28	90 02	2,171 47	108 57	198 59
Mount Holly Gas Light Company.....	6,318 24	31 59	1,022 48	51 12	82 71
Newark Electric Light and Power Company.....	51,200 00	256 00	8,200 00	160 00	416 00
Newark Gas Light Company.....	822,014 00	1,610 07	60,000 00	3,000 00	4,610 07
Newton Gas Light Company.....	4,586 80	22 93	.....	.....	22 93
Paterson Electric Light Company.....	6,653 87	33 29	.....	.....	33 29
Paterson Gas Light Company.....	27,000 00	135 00	10,978 00	548 90	683 90
Passaic Gas Light Company.....	19,756 12	98 78	2,841 00	117 05	215 83
Peoples' Electric Light Company (Trenton).....	8,817 53	44 08	1,724 00	86 20	130 29
Peoples' Gas Light Company (Trenton).....	17,018 96	85 07	1,500 00	75 00	160 07
Peoples' Gas Light Company (Jersey City).....	59,594 73	297 97	.....	.....	297 97
Perth Amboy Gas Light Company.....	7,693 05	38 43	.....	.....	38 43
Plainfield Electric Light Company.....	1,698 70	8 49	.....	.....	8 49
Plainfield Gas Light Company.....	6,141 03	30 71	8,750 00	187 50	218 21
Plainfield Gas Light Company, by Daniel Runkle, Lessee.....	22,157 47	110 79	.....	.....	110 79
Princeton Gas Light Company.....	17,839 60	89 20	5,061 89	254 09	843 29
Railway Gas Light Company.....	13,639 06	68 20	.....	.....	68 20
Red Bank Gas Light Company.....	7,868 96	39 34	593 40	36 13	65 46

CLASSIFICATION OF RETURNS.

GAS AND ELECTRIC LIGHT COMPANIES—Continued.

NAME OF COMPANY.	Gross Receipts.	Tax on Gross Receipts, one-half of one per cent.	Dividends in Excess of four per cent.	Tax on Excess Dividends five per cent.	Total Tax.
Salem Gas Light Company.....	\$9,980 08	\$49 85	\$2,806 98	\$180 35	\$180 00
Somerville and Raritan Gas Light Company.....	4,957 74	24 79	.....	.....	24 79
Trenton Gas Light Company.....	115,888 18	579 16	25,485 58	1,274 78	1,853 94
United Gas Improvement Company.....	159,876 14	796 88	.....	.....	796 88
Warren County Gas Light Company.....	6,715 81	33 58	.....	.....	33 58
Woodbury Electric Light and Power Company.....	2,400 00	12 00	.....	.....	12 00
Total.....	\$1,803,385 04	\$9,016 91	\$269,707 98	\$13,485 40	\$32,502 31

LIFE INSURANCE COMPANIES NOT INCORPORATED IN NEW JERSEY
BUT DOING BUSINESS THEREIN.

NAME OF COMPANY.	Premiums Received.	Dividends Paid.	Losses and Claims Paid on Matured Policies.	Balance of Profit.	Tax, two per cent.
Berkshire Life Insurance Company.....	\$14,898 88	\$1,185 98	\$6,000 00	\$7,202 45	\$144 05
Brooklyn Life Insurance Company.....	8,237 08	215 20	2,000 00	1,011 83	20 24

LIFE INSURANCE COMPANIES NOT INCORPORATED IN NEW JERSEY
BUT DOING BUSINESS THEREIN—Continued.

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Premiums Received.	Dividends Paid.	Losses and Claims Paid on Matured Policies.	Balance of Profit.	Tax, two per cent.
Homeopathic Mutual Insurance Company.....	\$8,698 60	\$888 00	\$2,025 00	\$6,885 60	\$126 71
Manhattan Life Insurance Company.....	26,294 84	5,184 69	18,165 00	1,955 16	39 10
Mutual Life Insurance Company.....	888,400 89	.....	292,285 00	47,115 89	942 82
National Life Insurance Company.....	11,822 17	.....	1,000 00	10,822 17	206 44
Northwestern Mutual Life Insurance Company.....	28,943 11	2,620 54	18,688 88	2,689 24	53 78
Provident Life and Trust Company.....	116,595 42	12,889 00	29,826 41	74,080 01	1,481 60
Provident Savings Life Assurance Society.....	11,112 53	.....	4,700 00	6,412 53	128 25
State Mutual Life Assurance Company.....	25,229 15	3,166 95	.....	22,062 20	441 24
Travelers' Insurance Company.....	4,249 88	.....	4,000 00	249 88	5 00
Union Central Life Insurance Company.....	2,160 97	.....	.....	2,160 97	43 22
Union Mutual Life Insurance Company.....	14,466 69	1,544 49	7,887 86	5,584 84	111 29
Washington Life Insurance Company.....	88,438 16	8,478 80	57,553 18	17,406 78	848 18
	\$688,477 77	\$85,878 10	\$448,585 78	\$204,568 94	\$4,091 87
INDUSTRIAL BUSINESS.					
Germania Life Insurance Company.....	\$5,764 80	.....	\$1,640 50	\$4,124 80	\$41 24
Metropolitan Life Insurance Company.....	322,785 20	.....	108,948 08	218,843 12	2,188 43
Total.....	\$1,012,027 77	\$85,878 10	\$554,119 81	\$423,535 86	\$8,271 08

LIFE INSURANCE COMPANIES INCORPORATED IN NEW JERSEY.

NAME OF COMPANY.	Surplus	Tax,
	Dec. 31st, 1885,	one per cent.
Mutual Benefit Life Insurance Company.....	\$8,154,489 81	\$81,544 89
Prudential Insurance Company of America.....	323,997 89	3,239 97
Total.....	\$8,477,486 70	\$84,774 86

FIRE, MARINE OR ACCIDENT INSURANCE COMPANIES.

NAME OF COMPANY.	Gross Amount of Premiums Received.	Tax, one per cent.
American Insurance Company.....	\$90,719 14	\$907 19
Camden Fire Insurance Association.....	10,216 88	102 17
Fidelity and Casualty Company.....	2,811 40	28 11
Firemen's Insurance Company of Newark.....	76,215 59	762 16
Jersey City Insurance Company.....	27,231 69	272 82
Merchants' Insurance of Newark.....	86,576 57	865 76
Mount Holly Insurance Company.....	8,528 77	85 29
National Fire and Marine Insurance Company of Elizabeth.....	8,980 88	89 80
New Jersey Plate Glass Insurance Company.....	3,434 66	34 85
Newark Fire Insurance Company.....	86,048 87	860 49
New Brunswick Fire Insurance Company.....	6,923 06	69 23
Railway Mutual Fire Insurance Company.....	694 97	6 95
Standard Fire Insurance Company.....	16,408 91	164 09
Travelers' Insurance Company (accident business).....	10,533 95	105 88
Total.....	\$884,829 84	\$8,848 98

OIL OR PIPE LINE COMPANIES.

NAME OF COMPANY.	Gross Receipts.	Tax, eight-tenths of one per cent.
National Transit Company.....	\$617,543 28	\$4,940 85
Total.....	\$617,543 28	\$4,940 85

PARLOR, PALACE OR SLEEPING CAR COMPANIES.

NAME OF COMPANY.	Gross Receipts.	Tax, two per cent.
Pullman's Palace Car Company.....	\$7,276 00	\$145 53
Woodruff Sleeping and Parlor Coach Company.....	11,685 50	233 71
Total.....	\$18,961 50	\$379 23

CLASSIFICATION OF RETURNS.

TELEGRAPH, TELEPHONE, CABLE AND EXPRESS COMPANIES.

NAME OF COMPANY.	Gross Receipts.	Tax, two per cent.
Baltimore and Ohio Telegraph Company.....	\$9,754 81	\$195 08
Bankers' and Merchants' Telegraph Company.....	81 96	81 96
Consolidated Express Company.....	19,245 00	384 90
Consolidated Telephone Company.....	1,000 00	20 00
Cumberland and Maurice River Telegraph Company.....	811 02	16 22
Delaware and Atlantic Telegraph and Telephone Company.....	38,690 18	773 80
Delaware River Telegraph Company.....	1,392 87	27 86
Domestic Telegraph and Telephone Company.....	60,951 93	1,219 04
Lary's Express Company.....	26,914 21	538 28
Law Telephone Company.....	53 21	1 06
Metropolitan Telephone and Telegraph Company of New Jersey.....	6,123 48	122 47
Mutual Telegraph Company of Union and Somerset counties.....	88 88	67
New York and New England Telephone Company.....	600 00	12 00
New York and New Jersey Telephone Company.....	108,904 11	2,138 08
Pennsylvania Telephone Company.....	6,836 01	136 52
Western Union Telegraph Company.....	176,435 52	3,528 71
Total.....	\$455,767 19	\$9,115 88

COMPANIES TAXED UPON CAPITAL STOCK.

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Abbottwood Park.....	\$2,000 00	\$2 00
Absecon Beach Land and Improvement Company.....	14,165 00	14 17
Acme Mining and Reduction Company.....	10 000 00	10 00
Acquackanonk Water Company.....	48,000 00	48 00
Adjustable Telephone Support Company.....	50,000 00	50 00
Ajax Silver Mining Company.....	600,000 00	600 00
Alaska Manufacturing Company.....	4,000 00	4 00
Alba Kaolin Company, of Pennsylvania.....	100,000 00	100 00
Albuquerque Gold and Copper Company.....	500,000 00	500 00
Alexandria Delaware Bridge Company.....	12,875 00	12 88
Allen Paper Car Wheel Company.....	1,250,000 00	1,250 00
Alpha Oil Company.....	13,000 00	13 00
Alturas Land Improvement and Manufacturing Company.....	75,000 00	75 00
Alpha Rink Company.....	20,000 00	20 00
American Cable Traction Company.....	100,000 00	100 00
American Construction Company.....	2,000 00	2 00
Amazon Coal Company.....	10,000 00	10 00
American Compound Company.....	50,000 00	50 00
American District Telegraph Company, of Hoboken, N. J.....	13,750 00	13 75
American Dock and Improvement Company.....	8,000,000 00	8,000 00
American District Telegraph Company, (Jersey City).....	75,000 00	75 00
American and Foreign Industrial Development Association.....	98,900 00	98 90
American Hoop Driving Machine Company.....	120,000 00	120 00
American Glucose Company.....	1,822,500 00	1,822 50
American Feltg Company.....	5,000 00	5 00
American Investment Company.....	350,000 00	350 00
American Lubricating Company.....	660,000 00	660 00
American Magnetic Electric Company.....	500,000 00	500 00
American Phosphate Mining and Land Company.....	100,000 00	100 00

CLASSIFICATION OF RETURNS.

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
American Railway Construction Company.....	\$500,000 00	\$500 00
American Real Estate Exchange.....	210,000 00	210 00
American Railway Publishing Company.....	19,225 00	19 23
American Sectional Electric Underground Company.....	2,500,000 00	2,500 00
American Telephone and Telegraph Company of New Jersey.....	5,000 00	5 00
American Trade Agency Company.....	6,500 00	6 50
Ammunition Manufacturers' Association.....	1,000 00	1 00
Anadale Iron Company.....	100,000 00	100 00
Angelsea Land Company.....	100,000 00	100 00
Argus Publishing Company.....	85,000 00	85 00
Arizona Cattle Company.....	175,000 00	175 00
Arlington Homestead Association.....	35,000 00	35 00
Arlington Improvement Company.....	14,500 00	14 50
Arlington Turnpike Company.....	50,000 00	50 00
Asbestos Paper Company.....	40,000 00	40 00
Aspinwall Manufacturing Company.....	100,000 00	100 00
Associates of the Jersey Company.....	100,000 00	100 00
Ashland House Association.....	32,500 00	32 50
Arnoux Electric Light Company.....	100,000 00	100 00
Atlantic City and Brigantine Steamboat Company.....	7,500 00	7 50
Atlantic Highlands Association.....	149,250 00	149 25
Atlantic City Ocean Pier Company.....	85,000 00	85 00
Atlantic City Passenger Railroad Company.....	25,000 00	25 00
Atlantic City Water Works Company.....	289,400 00	289 40
Atlantic City Yachtsmen's Association.....	1,075 00	1 08
Atlantic Company for the Culture of Cranberries.....	189,800 00	189 80
Atlantic and Gulf Wrecking Company.....	25,450 00	25 45
Atlantic Medicinal Company.....	50,000 00	50 00
Atwood Metal Company.....	955,000 00	955 00

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Auburn Mineral Water Company.....	\$10,000 00	\$10 00
Automatic Cigar Machine Company.....	100,000 00	100 00
Automatic Car Brake Starter and Propeller Company, of Camden, N. J.....	112,000 00	112 00
Automatic Spring Motor Car and Carriage Company.....	2,000,000 00	2,000 00
A. W. Cox Cullery Manufacturing Company.....	62,500 00	62 50
Ball Anti-Induction Electric Wire Company.....	873,750 00	873 75
Banning Brake Shoe Company.....	100,000 00	100 00
Barnegat City Beach Association.....	80,000 00	80 00
Barnegat Land Improvement Company.....	200,000 00	200 00
Barnegat Yacht and Steamboat Company.....	1,000 00	1 00
Barney Dumping Boat Company.....	1,000,000 00	1,000 00
Bayonne City Stage Line.....	15,000 00	15 00
Bay Head Land Company.....	18,000 00	18 00
Beaver Dam Cranberry Company.....	20,000 00	20 00
Belvidere Delaware Bridge Company.....	12,850 00	12 85
Belvidere Sewer Company.....	1,500 00	1 50
Belvidere Water Company.....	16,600 00	16 60
Bergen Point and Staten Island Ferry Company.....	10,000 00	10 00
Bergen Turnpike Company.....	52,000 00	52 00
Berkeley Land and Improvement Company.....	350,000 00	350 00
Beverly and Mount Holly Turnpike Company.....	6,000 00	6 00
Big Sandy Land and Manufacturing Company.....	32,150 00	32 15
Blair Milling, Mixing and Manufacturing Company.....	100,000 00	100 00
Black Rock and Pacific Company.....	188,000 00	188 00
Blackburn Straw Braid Sewing Machine Company.....	150,000 00	150 00
Blevney Manufacturing Company.....	49,500 00	49 50
Bloomfield Building Association.....	2,000 00	2 00
Bloomfield Publishing Company.....	2,000 00	2 00
Blue Ridge Corundum Company.....	50,000 00	50 00

CLASSIFICATION OF RETURNS.

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Bordentown and Columbus Turnpike Company.....	\$8,887 50	\$8 89
Bordentown and Crosswicks Turnpike Company.....	10,500 00	10 50
Bordentown Hall Association.....	7,100 00	7 10
Bordentown Reservoir and Water Company.....	29,150 00	29 15
Bordentown Sand Dredging Company.....	10,080 00	10 08
Bodine, Chew & Company.....	20,000 00	20 00
Boston Mining and Reduction Company.....	510,000 00	510 00
Bricksburg Land and Improvement Company.....	250,000 00	250 00
Brick and Stone Waterproofing Company.....	125,000 00	125 00
Bridgeport Steamboat Company.....	79,500 00	79 50
Bridgeton and Deerfield Turnpike Company.....	7,000 00	7 00
Bridgeton and Millville Turnpike Company.....	9,425 00	9 43
Brielle Land Association.....	84,550 00	84 55
Brightline Improvement Company.....	200,000 00	200 00
Brighton Hotel Company.....	2,000 00	2 00
British American Ranch Agency Company.....	46,800 00	46 80
Broadway Land and Building Company.....	20,000 00	20 00
Brooklyn Annex.....	80,000 00	80 00
Brooklyn and West End Construction Company.....	1,500 00	1 50
Brooks-Snyder Consolidated Gold and Silver Mining Company.....	2,000,000 00	2,000 00
Browning Land Company.....	12,500 00	12 50
Brown's Seamless Metal Company.....	400,000 00	400 00
Building and Improvement Company of Eatontown, N. J.....	8,000 00	8 00
Bunker Hill Gold Mining Company.....	800,000 00	800 00
Burlington and Beverly Turnpike Company.....	8,650 00	8 65
Burlington and Bristol Steamboat Ferry Company.....	20,000 00	20 00
Burlington County Agricultural Society.....	4,000 00	4 00
Burnett Mining and Milling Company.....	60,000 00	60 00
Bush Interlocking Bolt Company.....	94,500 00	94 50

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Cahaba Coal and Coke Company.....	\$400,000 00	\$400 00
Camden American Mechanics' Hall Association.....	18,000 00	18 00
Camden and Atlantic Land Company.....	84,600 00	84 60
Camden and Blackwoodtown Turnpike Company.....	18,625 00	18 62
Camden Coal and Improvement Company.....	98,400 00	98 40
Camden Construction Company.....	1,000 00	1 00
Camden, Ellisburg and Marlton Turnpike Company.....	25,700 00	25 70
Camden Horse Railroad Company.....	50,000 00	50 00
Camden Land and Improvement Company.....	169,000 00	169 00
Camden Manure Baling Company.....	10,000 00	10 00
Camden and Philadelphia Steamboat Ferry Company.....	400,000 00	400 00
Cape Island Turnpike Company.....	20,000 00	20 00
Cape May and Delaware Bay Navigation Company.....	180,000 00	180 00
Cape May Ocean Pier Company.....	42,700 00	42 70
Cape May and Schellenger's Landing Railroad Company.....	40,000 00	40 00
Carbolic Soap Company.....	42,000 00	42 00
Carlton's English Blended Tea Company.....	25,000 00	25 00
Carroll Copper Company.....	800,000 00	800 00
Cassedy Coupling Company.....	120,000 00	120 00
Caxton Book Binding Company.....	25,000 00	25 00
Cedar Cliff Land Company.....	18,600 00	18 60
Cedar Lake Company.....	7,000 00	7 00
Central Car Trust Company.....	1,000,000 00	1,000 00
Central Cranberry Company.....	20,000 00	20 00
Central New Jersey Land Improvement Company.....	2,152,870 00	2,152 87
Central Stock Yard and Transit Company.....	520,000 00	520 00
Centre Bridge Company.....	81,850 00	81 85
Centreton Turnpike Company.....	7,150 00	7 15
Chataqua Gold Mining Company.....	150,000 00	150 00

CLASSIFICATION OF RETURNS.

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Chattan Manufacturing Company.....	\$1,000 00	\$1 00
Chelsea Beach Company.....	205,250 00	205 25
Chesapeake and Ohio Grain Elevator Company.....	489,000 00	489 00
Chihuahua Mining Company.....	60,000 00	60 00
Chiricahua and Chihuahua Mining and Development Company.....	80,000 00	80 00
Cincinnati Gold and Silver Mining Company.....	1,608,870 00	1,608 87
Cinderlithic Pavement and Construction Company.....	45,000 00	45 00
Citizens' Coach Company.....	20,000 00	20 00
Citizens' Gas Improvement Company.....	500,000 00	500 00
Citizens' Local Telephone Company.....	2,500,000 00	2,500 00
City Railway Company (Trenton).....	50,000 00	50 00
Clark Neergaard Company.....	17,010 00	17 01
Clayton Rink Company.....	2,400 00	2 40
Clemmons' Self-Holding and Hoisting Gear Company.....	250,000 00	250 00
Clermont Improvement Company.....	19,600 00	19 60
Clifton Land and Building Association.....	80,000 00	80 00
Coleman Grooved Lath Company.....	250,000 00	250 00
Coleman Manufacturing Company.....	11,000 00	11 00
Coleville and Carpenter's Point Turnpike Company.....	5,100 00	5 10
Colombia and Panama Telephone and Telegraph Company.....	24,000 00	24 00
Columbia Contracting Company.....	80,000 00	80 00
Columbia Delaware Bridge Company.....	87,750 00	87 75
Columbia River Lumber Company.....	1,500,000 00	1,500 00
Comanche Hall Association.....	1,800 00	1 80
Communiapaw Coal Company.....	10,000 00	10 00
Como Land Company.....	180,000 00	180 00
Company "C" Armory Association.....	1,600 00	1 60
Concert Hall Association.....	14,175 00	14 18
Congress Hall Hotel Company.....	180,000 00	180 00

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Consolidated Cork Company.....	15,870 00	15 87
Consumers' Coal and Ice Company.....	17,000 00	17 00
Cook Storage Warehouse Company.....	25,000 00	25 00
Coopers Point and Philadelphia Ferry Company.....	82,800 00	82 80
Cornell, Bingham and Company.....	85,000 00	85 00
Cosmopolitan Electric Underground Telegraph, Telephone and Electric Light Company.....	100,000 00	100 00
Cosmopolitan Electric Light Company.....	100,000 00	100 00
Cosmopolitan Manufacturing Company.....	200,000 00	200 00
Courier Publishing Association of Camden, N. J.....	9,000 00	9 00
Crane Brothers Cracker Company.....	7,270 00	7 27
Cragin Cattle Company.....	295,000 00	295 00
Creamery Manufacturing Company.....	50,000 00	50 00
Crescent Corset and Clasp Company.....	42,500 00	42 50
Crockford Steam Generator Company.....	100,000 00	100 00
Crosswicks and Trenton Turnpike Company.....	19,475 00	19 48
Crystal Rolling Pin Company.....	100,000 00	100 00
Daft Electric Power Company of Newark, N. J.....	1,000 00	1 00
Davenport Consolidated Mining and Smelting Company.....	1,000,000 00	1,000 00
Day Sewed Shoe Manufacturing Company.....	310,000 00	310 00
Deal and Squan Bridge Turnpike Company.....	8,550 00	8 55
D. E. Culver Company.....	50,000 00	50 00
Delanco Hall Association.....	550 00	55
De Laval Cream Separator Company of Canada.....	25,000 00	25 00
De Laval Separator Company.....	100,000 00	100 00
Delaware Coal and Ice Company.....	20,000 00	20 00
Delaware River Transportation Company.....	36,000 00	36 00
Diamond Steam Engine Manufacturing Company.....	200,000 00	200 00
Diamond Stock Company.....	530 00	53
District Telegraph Company of Trenton, N. J.....	8,250 00	8 25

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Domestic Chemical Company.....	350 00	35
Doris Mining Company.....	2,000 00	2 00
Dowling International Telephone Company.....	100,000 00	100 00
Druggist Circular.....	75,000 00	75 00
Duluth and Winnepeg Construction Company.....	100,000 00	100 00
Dundee Publishing Company.....	4,000 00	4 00
Dundee Water Power and Land Company.....	137,200 00	137 20
Eads Concession Company.....	386,000 00	386 00
Eagleswood Cranberry Company.....	9,900 00	9 90
East Brunswick and New Brunswick Turnpike Company.....	10,000 00	10 00
East Cape May Beach Company.....	127,800 00	127 80
Eastern Development Company.....	152,000 00	152 00
Eastern Dispatch Transportation Company of New York City.....	50,000 00	50 00
Eastern Milling Company.....	48,850 00	48 85
East Newark Land Company.....	300,000 00	300 00
Easton Delaware Bridge Company.....	29,700 00	29 70
East Orange Roller Skating Company.....	25,000 00	25 00
East Side Land Company.....	82,800 00	82 80
Eatontown and Seashore Turnpike Company.....	11,116 00	11 12
Echo Telephone Company of New Jersey.....	250,000 00	250 00
Eclipse Sash Balance Company.....	53,040 00	53 04
Economic Cork and Stopper Company.....	82,230 00	82 23
Economy Kindling Wood Stove Company.....	118,850 00	118 85
Edgewater and New York Land and Ferry Company.....	2,500 00	2 50
Edichall Bullion Company.....	12,000 00	12 00
Egyptian Crystal Casket Company.....	154,850 00	154 85
Elberon Casino.....	30,250 00	30 25
Electric Renovating Company of New Jersey.....	40,000 00	40 00
Elevating Clothes Drier Company.....	47,250 00	47 25

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Elizabeth and Newark Horse Railroad Company.....	283,725 00	283 73
Elizabethport and New York Ferry Company.....	147,500 00	147 50
Elizabethtown Water Company.....	144,150 00	144 15
Empire Ventilator and Smoke Flue Company.....	10,000 00	10 00
Englewood Dock and Turnpike Company.....	10,000 00	10 00
Englewood Driving and Fair Ground Association.....	4,600 00	4 60
Enterprise Bronze Company.....	100,050 00	100 05
Enterprise Cranberry Company.....	8,250 00	8 25
Enterprise Land Company.....	80,000 00	80 00
Equitable Land Company.....	7,900 00	7 90
Essex Passenger Railway Company.....	600,000 00	600 00
Eureka Lawn Mower Manufacturing Company.....	93,520 00	93 52
Evening Journal Association.....	21,000 00	21 00
Evening News Publishing Company.....	16,800 00	16 80
Excelsior Box Nailing Machine Company.....	50,000 00	50 00
Fairview Hall Association.....	1,990 00	1 99
Fairview Land Improvement Company.....	10,750 00	10 75
Farragut Hall Association.....	1,450 00	1 45
Feltonville Water Company.....	10,000 00	10 00
Flemington Water Company.....	25,000 00	25 00
Florida Construction Company.....	900,000 00	900 00
Florida Land and Improvement Company.....	1,000,000 00	1,000 00
Florida Mutual Sugar Cane Grove and Mill Company.....	10,859 00	10 86
Florida West Coast Improvement Company.....	300,000 00	300 00
Flying Target Company.....	25,000 00	25 00
Forked River Cranberry Company of N. J.....	20,000 00	20 00
Fort Lee Elevator Company.....	50,000 00	50 00
Fort Lee Park and Steamboat Company.....	165,500 00	165 50
Franc Cattle Company.....	750,000 00	750 00

CLASSIFICATION OF RETURNS.

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Franklyn Land and Cattle Company.....	\$3,000,000 00	\$3,000 00
Franklin Telephone Company.....	192,000 00	192 00
Franklin Manufacturing Company.....	180,000 00	180 00
Freehold and Colts Neck Turnpike Company.....	8,650 00	8 65
Freehold and Englishtown Turnpike Company.....	7,675 00	7 68
Freehold and Howell Plank Road Company.....	6,925 00	6 93
Freehold and Jerseyville Turnpike Company.....	1,000 00	1 00
Freehold and Smithville Turnpike Company.....	11,500 00	11 50
Freie Presse Printing Association.....	7,675 00	7 68
Fruit Growers Union and Co-operative Society (Limited).....	6,600 00	6 60
Fuel Economy Company.....	1,020 00	1 02
Garfield Land Association.....	18,000 00	18 00
Garfield Land Improvement Company of Atlantic County, N. J.....	28,720 00	28 72
Gallilee Fishing Association.....	5,200 00	5 20
Galveston and Saint Louis Construction Company.....	60,000 00	60 00
Germantown Electric Light Company.....	25,000 00	25 00
Getz Gossamer Company.....	50,000 00	50 00
Glassboro and Carpenter's Landing Turnpike Company.....	20,000 00	20 00
Glen Ridge Building Association.....	8,200 00	8 20
Glen Ridge Mining Company.....	10,000 00	10 00
Globe Manufacturing Company.....	18,495 00	18 50
Globe Telephone Company of New Jersey.....	500,000 00	500 00
Gloucester Ferry Company.....	50,000 00	50 00
Glorieta Cattle Company.....	9,100 00	9 10
Gloucester Land Company.....	50,000 00	50 00
Gloucester Turnpike Company.....	15,000 00	15 00
Gloucester and Salem Turnpike Company.....	26,425 00	26 43
Godwinville and Paterson Macadamized Road Company.....	7,400 00	7 40
Gogebic Construction and Improvement Company.....	8,000 00	8 00

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Goodwin Ranch Company.....	\$82,500 00	\$82 50
Goubert Manufacturing Company.....	9,000 00	9 00
Great Basin Mining and Smelting Company.....	500,000 00	500 00
Greenwood Lake Steamboat Company.....	8,275 00	8 28
Griffin Manufacturing Company.....	250,000 00	250 00
Gunsight Mining Company.....	2,000,000 00	2,000 00
Hackensack Water Company.....	599,000 00	599 00
Haddonfield and Camden Turnpike Company.....	20,000 00	20 00
Hall Steam Pump Company.....	100,000 00	100 00
Hathaway Combination Lock Company.....	500,000 00	500 00
Hercules Metal Company.....	100,000 00	100 00
H. F. Richter Publishing Company.....	27,100 00	27 10
Hien Gravity Lock Car Coupler Company.....	1,000,000 00	1,000 00
Highland Beach Association.....	40,000 00	40 00
Highland Bridge Company.....	14,000 00	14 00
Highland Water Company.....	500,000 00	500 00
Hildreth Templeton & Company.....	38,100 00	38 10
Hill National Spark Arrester Company.....	887,000 00	887 00
Hindoo Salamander Paint Manufacturing Company.....	5,800 00	5 80
H. McCully & Company.....	40,000 00	40 00
Hoboken Coal Company.....	100,000 00	100 00
Hoboken Free Stores Company.....	8,600 00	8 60
Hoboken Land and Improvement Company.....	1,473,800 00	1,473 80
Holmdel and Keyport Turnpike Company.....	15,000 00	15 00
Holmdel and Middletown Point Turnpike Company.....	8,000 00	8 00
Holly Beach City Improvement Company.....	50,000 00	50 00
Hopatcong Canal Company.....	5,000 00	5 00
Hopkins Mower Company.....	1,000 00	1 00
Hopewell and Ewing Turnpike Company.....	15,900 00	15 90

CLASSIFICATION OF RETURNS.

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Horn Silver Mining and Milling Company.....	\$1,000,000 00	\$1,000 00
Hoyt Paper Company.....	2,000 00	2 00
Hudson County Aqueduct Company.....	21,000 00	21 00
Hudson County Turf Association.....	20,000 00	20 00
Hudson Tunnel Construction Company.....	800,000 00	800 00
Hygienic Society of Camden, N. J.....	4,000 00	4 00
Ide and Haverstick Company.....	56,900 00	56 90
Improved Hollow Ware Company.....	50,000 00	50 00
Independent Telephone Company.....	1,000,000 00	1,000 00
Indiana Paint and Roofing Company.....	2,000 00	2 00
International Dolbear Electric Company.....	800,000 00	800 00
International Express Company.....	25,000 00	25 00
International Publishing Company.....	12,000 00	12 00
International Printing Telegraph Company.....	2,500,000 00	2,500 00
Inter-State Construction Company.....	6,000 00	6 00
Iowa Improvement Company.....	20,000 00	20 00
Iron Steamboat Company.....	2,000,000 00	2,000 00
Island Beach Company.....	114,275 00	114 28
Island Heights Association.....	12,600 00	12 60
Jasper Mining and Smelting Company.....	75,000 00	75 00
Jersey City Exhibition Company.....	6,400 00	6 40
Jersey City Land and Basin Company.....	32,000 00	32 00
Jersey Spiegel and Iron Company.....	50,000 00	50 00
Johnson Fire and Burglar Proof Safe Manufacturing Company.....	259,500 00	259 50
Journal of Fabrics Company.....	50,000 00	50 00
Kaighn's Point and Philadelphia Ferry Company.....	25,000 00	25 00
Kansas and Colorado Land and Improvement Company.....	100,000 00	100 00
Kearney Land Company.....	100,000 00	100 00
Kearney Watchman Printing and Publishing Company.....	1,890 00	1 89

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Kelsey Hat Shaping and Setting Machine Company.....	\$800,000 00	\$800 00
Keyport Propeller Company.....	13,000 00	13 00
Keyport Steamboat Company.....	75,000 00	75 00
Keystone Electric Company.....	200,000 00	200 00
Keystone Fire Escape Company.....	200,000 00	200 00
Keystone Rubber Company.....	4,000 00	4 00
Keystone Spring Mortar Company.....	425,000 00	425 00
Kingsland Co-operative Association.....	1,990 00	1 99
Knickerbocker Guide Company.....	40,000 00	40 00
Lafayette Land Association.....	150,000 00	150 00
Lake Dorr Improvement Company.....	12,500 00	12 50
Lake Grove Water Company.....	9,000 00	9 00
Lake Hopatcong Land and Improvement Company.....	25,000 00	25 00
Lake Hopatcong Steamboat Company.....	2,000 00	2 00
Lake View Home Company.....	80,000 00	80 00
Lakewood Hotel Association.....	250,000 00	250 00
Lakewood Publishing and Printing Company.....	1,350 00	1 35
Lambertville Water Company.....	88,100 00	88 10
Lambertville Water Power Company.....	50,000 00	50 00
Land and Construction Company of Guatemala.....	100,000 00	100 00
Land and Construction Company of Mexico.....	100,000 00	100 00
Land and River Improvement Company.....	698,900 00	698 90
Lane Spring Hinge Manufacturing Company.....	100,000 00	100 00
Laurel Hill Slate Company.....	109,000 00	109 00
Lawrence Mineral and Timber Company.....	55,500 00	55 50
Ledger Association.....	1,615 00	1 62
Lembeck and Hargraves Brewing Company.....	50,000 00	50 00
Lenawee Mining Company.....	500,000 00	500 00
Lidalia Land and Improvement Company.....	50,000 00	50 00

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Liberty Machine Works.....	\$55,000 00	\$55 00
Little Wood River Mining and Smelting Company.....	20,000 00	20 00
Lincoln Land Company.....	50,000 00	50 00
Linophene Soap Stock Oil Company.....	50,000 00	50 00
Liquid Engine Company.....	100,000 00	100 00
Lloyd Slate Company.....	25,000 00	25 00
Locomotive Speed Gauge and Mileage Indicator Company.....	94,000 00	94 00
Long Beach City Land Company.....	10,000 00	10 00
Long Branch District Telegraph and Messenger Company.....	7,500 00	7 50
Long Branch Hall Association.....	4,080 00	4 08
Long Branch Ocean Pier Company.....	185,200 00	185 20
Long Branch Sewer Company.....	4,500 00	4 50
Long Branch Water Supply Company.....	250,000 00	250 00
Long Key Coconut Company.....	14,000 00	14 00
Lumberville Delaware Bridge Company.....	15,750 00	15 75
Lyons and Campbell Ranch and Cattle Company.....	1,000 00	1 00
Manalapan and Freehold Turnpike Company.....	8,250 00	8 25
Manalapan and Pattens Corner Turnpike Company.....	5,800 00	5 80
Manhattan Mining Company.....	9,000 00	9 00
Manhattan Rubber Company.....	6,100 00	6 10
Mantua Land and Improvement Company.....	69,650 00	69 65
Manufacturers' and Farmers Homestead Company.....	800,000 00	800 00
Manufacturers' Land and Improvement Company.....	173,200 00	173 20
Marlboro and Quinton's Bridge Turnpike Company.....	7,000 00	7 00
Marsh Bog Cranberry Company.....	2,002 50	2 00
Marter Safety Car Door Company.....	100,000 00	100 00
Masonic Hall Association (Morristown).....	10,000 00	10 00
Masonic Hall Association (Trenton).....	95,950 00	95 95
Masonic Hall Association (Woodbridge).....	15,000 00	15 00

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Matawan Propeller Company	\$9,000 00	\$9 00
McEwen Company	100,000 00	100 00
McGeary Patent Cornice Company	7,000 00	7 00
McKee Lead Mining and Milling Company	500,000 00	500 00
McKiran Oil Company	75,000 00	75 00
Medicated Tablet and Lozenge Company	75,000 00	75 00
Merchants' Transportation Company	87,500 00	87 50
Merchants' Steamboat Company	51,200 00	51 20
Merchants' Telegraph Construction Company	1,000,000 00	1,000 00
Merchantville Hall Association	8,000 00	8 00
Metallic Match Company	4,800 00	4 80
Metropolitan Construction Company	10,000 00	10 00
Metropolitan Underground Telegraphic, Telephonic and Electric Light Cable Company	500,000 00	500 00
Metzler Railway Signal Lantern Company	78,525 00	78 52
Mexican Guadalupe Mining Company	700,000 00	700 00
Mexican National Exploring and Mining Company	500,000 00	500 00
Mexican Pacific Telephone Company	150,000 00	150 00
Mexican and United States Development and Operating Company	2,000,000 00	2,000 00
Middlesex Land Company	100,000 00	100 00
Middletown and Keyport Turnpike Company	8,225 00	8 23
Middletown Turnpike Company	6,945 00	6 95
Miles Corson Company	25,000 00	25 00
Millford Delaware Bridge Company	13,400 00	13 40
Milk Producers' Association of Sussex county, N. J.	10,000 00	10 00
Mills' Buttonhole Attachment Company	500,000 00	500 00
Milltown Turnpike Company	3,500 00	3 50
Millville Water Company	24,700 00	24 70
Millville Stock Building Association	65,000 00	65 00
Mineral Land Improvement Company	1,000 00	1 00

CLASSIFICATION OF RETURNS.

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Mississippi Valley Construction Company.....	\$10,000 00	\$10 00
Missouri Land and Guarantee Investment Company.....	1,500 00	1 50
Mitstand Metal Company	150,000 00	150 00
Monarch Parlor Sleeping Car Company.....	185,000 00	185 00
Mohave Mining and Milling Company.....	75,000 00	75 00
Monitor Publishing Company.....	2,500 00	2 50
Monmouth Casino.....	24,000 00	24 00
Monmouth County Plank Road Company.....	20,000 00	20 00
Monmouth Cranberry Company.....	10,000 00	10 00
Monmouth Park Association.....	180,000 00	180 00
Montgomery Web Company.....	50,000 00	50 00
Moore Draying Company.....	8,200 00	8 20
Moorestown Agricultural and Industrial Society.....	8,220 00	8 22
Moorestown and Camden Turnpike Company.....	36,700 00	36 70
Moorestown and Mount Laurel Turnpike Company.....	7,800 00	7 80
Morrisville Grove and Land Association.....	12,500 00	12 50
Morrow Gold Mining Company.....	9,000 00	9 00
Morse Underground Conduit Company.....	1,908,180 00	1,908 18
Mount Holly and Jobstown Turnpike Company.....	8,000 00	8 00
Mount Holly and Moorestown Turnpike Company.....	11,487 50	11 49
Mount Holly Water Company.....	7,510 00	7 51
Mount Laurel Farmers' Club.....	1,200 00	1 20
Mullica Hill and Woodbury Turnpike Company.....	26,875 00	26 88
Mullica Hill and Woodstown Turnpike Company.....	14,000 00	14 00
Music Hall Association (Orange).....	50,000 00	50 00
Music Hall Association of Plainfield, N. J.....	40,000 00	40 00
Muter Manufacturing Company.....	25,000 00	25 00
Mutual Construction Company.....	100,000 00	100 00
Mutual District Messenger Company, of Elizabeth, N. J.....	25,000 00	25 00

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Mutual Dry Dock and Wrecking Company.....	\$21,100 00	\$21 10
Municipal District Telegraph Company.....	60,000 00	60 00
Mutual Marble Company.....	50,000 00	50 00
Myers' Excursion and Navigation Company.....	50,000 00	50 00
Nash County (N. C.) Gold Mining Company.....	500,000 00	500 00
National Anti-Sewer Gas Company.....	250,000 00	250 00
National Automatic Car Coupler Company.....	1,000 00	1 00
National Car Starter Manufacturing Company.....	100,000 00	100 00
National Construction and Improvement Company.....	100,000 00	100 00
National Consumers' Meat Company.....	1,000 00	1 00
National Fertilizer Company.....	250,000 00	250 00
National Optical Company.....	23,000 00	23 00
National Railway Patent Waste Company.....	201,100 00	201 10
National Remedy Company.....	100,000 00	100 00
National Storage Company.....	1,400,000 00	1,400 00
Navesink Park Company.....	175,000 00	175 00
Negotiating Collection and Publishing Company, of New York.....	100,000 00	100 00
Neversink Lighterage Company.....	2,000 00	2 00
Newark City Ice Company.....	200,000 00	200 00
Newark Daily Journal.....	27,800 00	27 80
Newark and Irvington Street Railway Company.....	98,400 00	98 40
Newark Land Company.....	600,000 00	600 00
Newark Light, Heat and Power Company.....	5,000 00	5 00
Newark Lubricator Manufacturing Company.....	5,000 00	5 00
Newark Molecular Telephone and Telegraph Company.....	52,000 00	52 00
Newark Oil Company.....	2,500 00	2 50
Newark Plank Road Company.....	162,000 00	162 00
Newark and Rosendale Cement Company.....	250,000 00	250 00
Newark Skating Rink Company.....	25,000 00	25 00

CLASSIFICATION OF RETURNS.

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Newark and South Orange Horse Car Railroad Company.....	\$75,000 00	\$75 00
New Brunswick, Amboy and New York Steamboat Company.....	80,000 00	80 00
New Brunswick and Cranbury Turnpike Company.....	24,600 00	24 60
New Brunswick Land Company.....	80,000 00	80 00
New Haven Watch Company.....	100,000 00	100 00
New Jersey Building and Loan Improvement Company.....	200,000 00	200 00
New Jersey Cattle Company.....	80,000 00	80 00
New Jersey Coal Exchange.....	5,450 00	5 45
New Jersey Coast Publishing Company.....	6,400 00	6 40
New Jersey Construction Company.....	32,000 00	32 00
New Jersey Cranberry Company.....	20,000 00	20 00
New Jersey Deutsche Zeitung Company.....	10,000 00	10 00
New Jersey District Messenger and Telegraph Alarm Company.....	40,000 00	40 00
New Jersey Dry Dock and Transportation Company.....	25,000 00	25 00
New Jersey Exhibition Company.....	5,000 00	5 00
New Jersey Freie Presse Company.....	5,000 00	5 00
New Jersey Gas Light and Fuel Company.....	200,000 00	200 00
New Jersey Gas Saving Company.....	150,000 00	150 00
New Jersey Homestead Company.....	70,000 00	70 00
New Jersey Ice Company.....	196,600 00	196 60
New Jersey Land and Dock Company.....	8,000 00	8 00
New Jersey Lighterage Company.....	300,000 00	300 00
New Jersey Manure Baling Company.....	2,000 00	2 00
New Jersey and North Carolina Land and Lumber Company.....	1,000 00	1 00
New Jersey Southern Steamboat Company.....	84,000 00	84 00
New Jersey State Agricultural Society.....	90,000 00	90 00
New Jersey Steamboat Transportation Company.....	5,000 00	5 00
New Jersey Steamboat Company.....	2,000,000 00	2,000 00
New Jersey and Sonora Reduction Company.....	600,000 00	600 00

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent
New Jersey Rink Company.....	\$12,000 00	\$12 00
New Jersey Tube Transportation Company.....	500,000 00	500 00
New Jersey Telephone Company.....	500,000 00	500 00
New Jersey Warehouse and Guaranty Company.....	25,000 00	25 00
New York and Boston Short Line Railway Construction Company.....	1,500 00	1 50
New York Car Trust Company.....	87,500 00	87 50
New York Exhaust Ventilator Company.....	260,800 00	260 80
New York File Sharpening Company.....	20,000 00	20 00
New York, Florida and Havana Construction Company.....	1,000,000 00	1,000 00
New York Horse Manure Company.....	95,000 00	95 00
New York, Lake Erie and Western Docks and Improvement Company.....	604,000 00	604 00
New York, Pittsburgh and Chicago Construction Company.....	450,000 00	450 00
Nichols' Land and Cattle Company.....	84,500 00	84 50
North American Construction Company.....	21,000 00	21 00
North American Construction Company of Puerto Cabello.....	500,000 00	500 00
North Farmingdale Cranberry Company.....	3,000 00	3 00
North Hudson County Railway Company.....	489,700 00	489 70
North Hudson Driving Park Association.....	88,000 00	88 00
North Jersey Land Company.....	50,000 00	50 00
North Newark Land Company.....	26,850 00	26 85
Northern Pacific Refrigerator Car Company.....	200,000 00	200 00
New Ultra Marine Bleaching Company.....	300,000 00	300 00
Oakwood Cranberry Association.....	12,000 00	12 00
Ocean Beach Association.....	60,000 00	60 00
Ocean City Association.....	73,800 00	73 80
Ocean City and Beesley's Point Turnpike Company.....	5,800 00	5 80
Ocean City Improvement Company.....	87,175 00	87 18
Ocean Island and Brigantine Land and Improvement Company.....	85,800 00	85 80
Oil, Paint and Drug Publishing Company.....	150,000 00	150 00

CLASSIFICATION OF RETURNS.

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Orange Water Company.....	\$100,000 00	\$100 00
Orne Car Axle Company.....	850,000 00	850 00
Pacific Land Company.....	13,800 00	13 80
Pacific Placer Mining Company.....	50,000 00	50 00
Package Express Company.....	100,000 00	100 00
Palisade Hotel Company.....	20,000 00	20 00
Palmer Torpedo Railway Signal Company.....	1,000,000 00	1,000 00
Paradise Valley Land and Improvement Company.....	75,000 00	75 00
Park Rink Company of Jersey City.....	6,200 00	6 20
Panuco Gold and Silver Mining and Smelting Company, of the State of Coahuila, Mexico.....	500,000 00	500 00
Passaic County Iron Ore Company.....	50,000 00	50 00
Passaic Manufacturing Company.....	25,000 00	25 00
Passaic Water Company.....	431,250 00	431 25
Passenger Railroad Locomotive Manufacturing Company.....	2,500,000 00	2,500 00
Paterson City Railway Company.....	23,000 00	23 00
Paterson District Telegraph Company.....	20,000 00	20 00
Paterson Horse Railroad Company.....	25,000 00	25 00
Paterson Market Company.....	87,000 00	87 00
Pato Placer Gold Mining Company.....	800,000 00	800 00
Patrons' Hall Association.....	2,675 00	2 68
Pavonia Ferry Company.....	100,000 00	100 00
Pavonia Horse Railroad Company.....	45,000 00	45 00
Pavonia Land Association.....	43,500 00	43 50
Pavonia Roller Skating Rink Company.....	8,000 00	8 00
Peck's Beach Land Company.....	67,500 00	67 50
Penn Fiber Plaster and Moulding Company.....	1,000 00	1 00
Penn Fruit Company.....	84,735 00	84 72
Penn Overland Telephone and Telegraph Company.....	780,940 00	780 94
Pennock Underground Conduit and Surface Telegraph Company.....	150,000 00	150 00

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Pennegrove Pier Company.....	\$5,000 00	\$5 00
Pennsylvania Kaolin Company.....	100,000 00	100 00
Pennsylvania Mining and Milling Company.....	150,000 00	150 00
Pennsylvania Rock Drill Company.....	81,000 00	81 00
Pennsylvania Trading Company.....	1,000 00	1 00
Peoples' Gas Improvement Company.....	100,000 00	100 00
Peoples' Telephone Company.....	25,000 00	25 00
Peoples' Water Company, of Phillipsburg, New Jersey.....	69,620 00	69 62
Pequannock Land and Building Company.....	131,900 00	131 90
Pequest Manufacturing Company.....	25,000 00	25 00
Perth Amboy Water Company.....	100,000 00	100 00
Philadelphia and New Mexico Land and Cattle Company.....	85,000 00	85 00
Philadelphia Cutlery Company.....	23,750 00	23 75
Philadelphia Creamery Company.....	100,000 00	100 00
Philadelphia Fruit Company.....	201,000 00	201 00
Philadelphia Mining and Smelting Company.....	800,000 00	800 00
Philadelphia Nail Driver and Lathing Company.....	80,000 00	80 00
Philadelphia Sectional Electric Underground Company.....	2,000,000 00	2,000 00
Philadelphia Transportation and Lighterage Company.....	75,000 00	75 00
Phillipsburg Horse Car Railroad Company.....	30,000 00	30 00
Phillips' Electric Cable Manufacturing Company.....	278,500 00	278 50
Pino Palmine Company.....	100,000 00	100 00
Pintsch Lighting Company.....	200,000 00	200 00
Plainfield District Telegraph and Fire Alarm Company.....	25,000 00	25 00
Platt and Washburn Refining Company.....	70,800 00	70 80
Pleasantville and Atlantic City Turnpike or Plank Road Company.....	16,000 00	16 00
Pneumatic and Electric Underground Conduit Company.....	2,500,000 00	2,500 00
Poetsch SooySmith Freezing Company.....	400,000 00	400 00
Point Breeze Ferry and Improvement Company.....	121,500 00	121 50

CLASSIFICATION OF RETURNS.

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Point Pleasant Delaware Bridge Company.....	\$18,500 00	\$18 50
Point Pleasant Land Company.....	50,000 00	50 00
Poor's Railroad Manual Company.....	10,000 00	10 00
Port Monmouth Steamboat Company.....	25,000 00	25 00
Polochic Valley Land and Construction Company, of Guatemala.....	100,000 00	100 00
Press Printing and Publishing Company.....	75,000 00	75 00
Press Publishing Company.....	25,000 00	25 00
Princeton Water Company.....	49,000 00	49 00
Proprietors of the Bridges over the Rivers Passaic and Hackensack.....	100,000 00	100 00
Proprietors of the Morris Aqueduct.....	50,000 00	50 00
Provincial Dry Dock Company.....	100,000 00	100 00
Puerto Cabello Contracting Company.....	1,200 00	1 20
Railway Light and Power Company.....	120,000 00	120 00
Rake Pond Cranberry Company.....	30,000 00	30 00
Raleigh Transparent Ice Company.....	100,000 00	100 00
Randolph Mining Company.....	1,000,000 00	1,000 00
Raritan Water Power Company.....	25,000 00	25 00
Raritan Woolen Mills Co-operation Association.....	7,405 00	7 40
Red Bank and Eatontown Turnpike Company.....	14,000 00	14 00
Red Bank and Woodbury Turnpike or Macadamized Road Company.....	14,800 00	14 80
Reno Union.....	5,000 00	5 00
Reporter and Tribune Printing Company.....	10,000 00	10 00
Requa Burner Company.....	50,000 00	50 00
Richardson Land and Improvement Company.....	100,000 00	100 00
Richman Fire Escape Company.....	30,000 00	30 00
Riegelville Delaware Bridge Company.....	18,900 00	18 90
Rio Grande and Texas Land and Mining Company.....	50,000 00	50 00
Rio Grande Copper Company.....	2,445,600 00	2,445 50
Riley Railway Construction Company.....	1,500,000 00	1,500 00

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Riverside Land Association.....	\$100,000 00	\$100 00
Rock Lock Rosendale Cement Company.....	20,000 00	20 00
Roselle Land and Improvement Company.....	3,600 00	3 60
Roseville Rink Company.....	7,900 00	7 90
Ross Brake Shoe Company.....	64,200 00	64 20
Rowen Gold Mining and Milling Company.....	1,200 00	1 20
Royal Silver Mining Company.....	1,000,000 00	1,000 00
Rutherford Heights Association.....	18,000 00	18 00
Rutherford Land Company.....	3,680 00	3 68
Russell Consolidated Copper Company.....	2,220,470 00	2,220 47
Saddle River Ice Company.....	40,000 00	40 00
Saddlery Hardware Manufacturing Company.....	19,000 00	19 00
Saegersville Slate Quarrying and Manufacturing Company.....	160,000 00	160 00
Safety Barb Wire Fence Guard Company.....	20,000 00	20 00
Saint Elmo-on-Sea Company.....	15,000 00	15 00
Salem Lecture Hall Company.....	6,000 00	6 00
Salem Transportation Company.....	14,000 00	14 00
San Andreas Copper Mountain Mining Company.....	1,820,000 00	1,820 00
San Carlos Mining and Smelting Company.....	200,000 00	200 00
San Juan and New Jersey Discovery Company.....	100,000 00	100 00
San Pedro and Rosario Mining Company.....	1,950,000 00	1,950 00
San Rafael Cattle Company.....	200,000 00	200 00
Saunders Manufacturing Company.....	20,000 00	20 00
Saxonia Mining and Reduction Company.....	27,000 00	27 00
Sea Bright Improvement Company.....	75,000 00	75 00
Sea Girt Land Improvement Company.....	469,200 00	469 20
Sea Haven Improvement Company, of New Jersey.....	200,000 00	20 00
Sea Isle City Lot Association.....	23,860 00	23 86
Sea Isle City Improvement Company.....	96,525 00	99 53

CLASSIFICATION OF RETURNS.

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Sea Isle City Turnpike Company.....	\$6,050 00	\$6 05
Sea Shore Improvement Company.....	25,000 00	25 00
Sea Shore Land Company.....	72,000 00	72 00
Sea View Hotel Company.....	50,500 00	50 50
Security Contract Company.....	8,000 00	8 00
Security Construction and Trust Company.....	100,000 00	100 00
Shiloh Turnpike Company.....	6,000 00	6 00
Shougun Company.....	1,100 00	1 10
Smith Transparent Ice Manufacturing Company.....	100,000 00	100 00
Society for Establishing Useful Manufactures.....	262,000 00	262 00
Solar Gas Light and Heating Company.....	50,000 00	50 00
Sollers' Shoe Manufacturing Company.....	60,000 00	60 00
Solenoid Cable and Electric Construction Company.....	5,501,000 00	5,501 00
Somerset Agricultural Society.....	12,270 00	12 27
Somers Point Fishing Club.....	8,000 00	8 00
Somerset Ranch and Cattle Company.....	138,660 00	138 66
Somerville Water Company.....	50,000 00	50 00
Southern Gold Mining and Manufacturing Company.....	24,800 00	24 80
Southern Improvement Company.....	101,000 00	101 00
Southern Railroad Construction Company.....	1,100 00	1 10
Southwestern Land and Cattle Company.....	500,000 00	500 00
Sparrow Kneader and Mixer Company.....	100,000 00	100 00
Spring Lake Beach Improvement Company.....	888,800 00	888 80
Standard Cement Company.....	750,000 00	750 00
Standard Gas Saving Company.....	100,000 00	100 00
Standard Machine Company, of New Jersey.....	70,000 00	70 00
Standard Printing and Publishing Company.....	50,000 00	50 00
Standard Soap and Chemical Company.....	100,000 00	100 00
Standard Telephone Company.....	1,000 00	1 00

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Standard Underground Cable Company.....	\$8,000,000 00	\$8,000 00
Stanthorpe Land and Improvement Company.....	10,000 00	10 00
Starins City River and Harbor Transportation Company.....	100,000 00	100 00
Star Machine Company.....	85,850 00	85 85
Starr Electric Storage Company.....	1,000,000 00	1,000 00
Star Pipe Company.....	50,000 00	50 00
Steel Clad Coorpage Company.....	80,000 00	80 00
Steel Wire Belt and Hose Company.....	215,735 00	215 74
Stephens and Condit Transportation Company.....	100,000 00	100 00
Sterling Paper Bag Company.....	100,000 00	100 00
Stewart Medicine Company.....	100,000 00	100 00
Summit Sanitary Company.....	2,000 00	2 00
Sudsenia Manufacturing Company.....	50,000 00	50 00
Sunlight Oil and Gasoline Company.....	19,750 00	19 75
Syndicate Trading Company.....	95,000 00	95 00
Taylorville Delaware Bridge Company.....	11,500 00	11 50
Taxpayers' Protective Association of New Brunswick.....	20,000 00	20 00
Tayman's Disinfection and Fumigating Company.....	100,000 00	100 00
Temperance Hall Association.....	10,000 00	10 00
Texas Land and Cattle Company.....	500,000 00	500 00
Thayer Safety Wedge Elevator Company.....	400,000 00	400 00
Thomas J. Parke Company.....	2,125 00	2 13
Thomas Tunis Manufacturing Company.....	50,000 00	50 00
Times Printing and Publishing Company of Plainfield, N. J.....	9,000 00	9 00
Tinton Falls Turnpike Company.....	17,200 00	17 20
Tolchester Steamboat Company.....	67,000 00	67 00
Toms River and Forked River Turnpike Company.....	10,000 00	10 00
Toms River Land Improvement Company.....	85,000 00	85 00
Transparent Ice Company.....	59,800 00	59 80

CLASSIFICATION OF RETURNS.

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
Travis Metal Tie Company.....	\$100,000 00	\$100 00
Trenton and Allentown Turnpike Company.....	18,000 00	18 00
Trenton City Bridge Company.....	48,000 00	48 00
Trenton Co-operative Society.....	2,500 00	2 50
Trenton Delaware Bridge Company.....	198,900 00	198 90
Trenton and Ewing Turnpike Company.....	9,000 00	9 00
Trenton Flint and Spar Company.....	48,000 00	48 00
Trenton Hall and Building Association.....	75,000 00	75 00
Trenton Horse Railroad Company.....	86,100 00	86 10
Trenton Water Power Company.....	100,000 00	100 00
Trinidad Asphaltum Block Company.....	100,000 00	100 00
Tropical American Telephone Company (Limited).....	861,180 00	861 18
Tuckerton and Long Beach Building Land and Improvement Company.....	41,000 00	41 00
Underground Electric Light and Power Company.....	284,550 00	284 55
Union Cranberry Company.....	50,000 00	50 00
Union Electric Company.....	100,000 00	100 00
Union Metallic Fastening Company.....	458,160 00	458 16
Union and Middlesex Agricultural Society.....	12,500 00	12 50
Union Phosphate Mining and Land Company.....	1,000,000 00	1,000 00
Union Publishing Company.....	2,000 00	2 00
Union Store Company.....	8,000 00	8 00
Union Trading Company.....	8,000 00	8 00
Unionist Gazette Association.....	9,500 00	9 50
United Refiners Export Oil Company.....	80,000 00	80 00
United Refining Company.....	10,000 00	10 00
United States Baking Company.....	50,000 00	50 00
United States Cable Motor Construction Company.....	100,000 00	100 00
United States Medicine Company.....	5,000 00	5 00
United States and South American Financial and Construction Company.....	2,500 00	2 50

MISCELLANEOUS CORPORATIONS.

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NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
United States Spring Car Motor Construction Company.....	\$1,250,000 00	\$1,250 00
United States Subway Company.....	145,500 00	145 50
United States Transportation Company.....	2,000 00	2 00
United States Torsion Balance and Scale Company.....	220,000 00	220 00
Union Development Company.....	100,000 00	100 00
Union Mutual Investment Company.....	1,000 00	1 00
Universal Insulating Company.....	100,000 00	100 00
Upper Delaware River Transportation Company.....	180,000 00	180 00
Van Ripper Land Company.....	8,400 00	8 40
Victor Caloric Engine Company.....	90,600 00	90 60
Victoria Copper Mining Company.....	517,800 00	517 80
Vigo Bay Treasure Company.....	286,000 00	286 00
Villaldama Developing Company.....	1,000,000 00	1,000 00
Virginia Coal and Coke Company.....	1,000 00	1 00
Vitrite and Luminoid Company.....	1,000 00	1 00
Vulcan Asbestos Company.....	200,000 00	200 00
Walker Smokeless Furnace Company.....	461,200 00	461 20
Wanamaker & Brown.....	800,000 00	800 00
Washburn Steamboat Company.....	150,000 00	150 00
Washington Market Association.....	60,000 00	60 00
Washington Water Company.....	80,000 00	80 00
Watauga Valley Iron Company.....	1,000 00	1 00
Weaver Electric Mail Box Manufacturing Company.....	1,000,000 00	1,000 00
Wenonah Water Company.....	10,000 00	10 00
Western Investment and Security Company.....	6,000 00	6 00
West Chester Construction Company.....	100,000 00	100 00
West India Telegraph and Telephone Company, (Limited).....	65,000 00	65 00
Westinghouse, Church, Kerr & Company.....	45,000 00	45 00
West Jersey Agricultural and Horticultural Association.....	1,020 00	1 02

CLASSIFICATION OF RETURNS.

COMPANIES TAXED UPON CAPITAL STOCK—Continued.

NAME OF COMPANY.	Capital Stock.	Tax, one-tenth of one per cent.
West Jersey Ferry Company.....	\$150,000 00	\$150 00
West Jersey Gas Company.....	200,000 00	200 00
West Jersey Nursery Company.....	9,600 00	9 60
West Side Driving Park Association.....	1,000 00	1 00
West Side Glass Company.....	100,000 00	100 00
West Side Machine Company (Limited).....	8,000 00	8 00
Weston and Well Manufacturing Company.....	100,000 00	100 00
West Virginia Construction Company.....	5,000,000 00	5,000 00
White Horse Turnpike Company.....	27,200 00	27 20
Wide Awake Oil Can and Gas Machine Manufacturing Company.....	100,000 00	100 00
Wilcox and Gibbs Guano Company.....	877,600 00	877 60
Wilcox Specific Medicine Company.....	100,000 00	100 00
Wildey Hall Association.....	12,200 00	12 20
William Penn Harrow Manufacturing Company.....	150,000 00	150 00
Williamstown and Good Intent Turnpike Company.....	14,600 00	14 60
Wilson Land Company.....	18,000 00	18 00
Windsor Hotel Company.....	25,000 00	25 00
Wolfe Contracting Company.....	5,000 00	5 00
Wood-Baile Ice Machine and Refrigerating Company.....	220,000 00	220 00
Woodbury Hall Association.....	7,650 00	7 65
Woolson Disc Car Brake Company.....	100,000 00	100 00
Wooten Locomotive Company.....	200,000 00	200 00
World Travel Company.....	200,000 00	200 00
W. S. Sharp Printing Company.....	11,000 00	11 00
Yardleyville Delaware Bridge Company.....	26,450 00	26 45
Yellowstone Cattle Company.....	1,000,000 00	1,000 00
Yguana Smelting and Mining Company.....	500,000 00	500 00
Total.....	\$102,204,802 50	\$102,204 97

SUMMARY.

Number of Companies.	CLASSIFICATION.	Tax.
56	Gas and Electric Light Companies.....	\$22,502 81
16	Life Insurance Companies not incorporated in New Jersey, but doing business therein.....	6,271 08
2	Life Insurance Companies incorporated in New Jersey.....	84,774 86
14	Fire, Marine or Accident Insurance Companies.....	3,949 28
1	Oil or Pipe Line Company.....	4,940 85
2	Parlor, Palace or Sleeping Car Companies.....	879 23
16	Telegraph, Telephone, Cable and Express Companies.....	9,115 88
810	Companies taxed upon Capital Stock.....	162,204 97
917	Total.....	\$244,085 81

SCHEDULE B.

Assessments levied by the State Board of Assessors
on property of

RAILROAD AND CANAL CORPORATIONS,

FOR TAXES OF 1886.

PENNSYLVANIA RAILROAD SYSTEM.

BELVIDERE DELAWARE RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	88.115 miles.
Value of main stem in New Jersey.....	\$2,210,108 00
State tax.....	11,050 52

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Mercer county, Trenton city.....	8.547
Chambersburg borough.....	.366
Millham township, (Millham cut-off)	1.410
Hamilton township.....	1.201
Ewing township.....	5.080
Hopewell township.....	6.519
Hunterdon county, West Amwell township.....	.985
Lambertville.	1.660
Delaware township.....	6.587
Kingwood township.....	7.453
Frenchtown borough.....	1.844
Alexandria township.....	1.853
Holland township.....	7.526
Warren county, Pohatcong township.....	6.254
Lopatcong township.....	2.970
Phillipsburg.....	2.329
Harmony township.....	7.850
Belvidere borough	1.385
Oxford township.....	5.178

FLEMINGTON BRANCH.

Hunterdon county, Lambertville	478
Delaware township.....	5.458
West Amwell township.....	.547
Raritan township.....	5.190
<hr/>	
Total miles.....	88.115

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Trenton City, County of Mercer.*

DESCRIPTION OF PROPERTY.

Third Ward—

Sidings outside main stem, 1,280 feet.....	\$1,378 00
One-half wire mill bridge, (with draw).....	1,750 00

First ward—

Sidings on freight line, 2,925 feet.....	3,276 00
Freight station on freight line.....	12,000 00
Water station on freight line.....	450 00
Pumping engine on freight line.....	700 00
Telegraph and fixtures on freight line.....	113 00
Land outside of roadway on freight line, 4.48 acres.....	5,280 00

Fifth ward—

Sidings outside main stem, 21,600 feet.....	24,192 00
Land outside right of way on freight line, 18.40 acres.....	17,000 00
Land—Moses estate, .818 acres.....	500 00
Round house.....	7,000 00
Scale house.....	275 00
Weigh scale.....	200 00
Oil house.....	750 00
Ice house.....	75 00
Two tool houses.....	100 00
Yard master's office.....	1,500 00
Inspector's office.....	100 00
Inspector's shop.....	150 00
Round house.....	250 00
Pumping engine.....	400 00
Water station.....	525 00
Stable and stock yard.....	300 00
New crossing gates, Green street.....	300 00
New crossing gates, Montgomery street.....	300 00
New ash pit, Coal Port.....	400 00

BELVIDERE DELAWARE RAILROAD CO. 221

New oil house, Coal Port.....	\$150 00
Telegraph and fixtures.....	186 00

Seventh ward—

Sidings outside main stem, 438 feet.....	485 00
Land, outside right of way, .961 acres.....	798 00
Tool house.....	75 00
Watch house.....	75 00
New watch house, Fowler street.....	75 00
Telegraph and fixtures.....	84 00

Total value..... \$81,871 00

Second Ward—

Sidings outside main stem, 888 feet.....	878 00
New crossing gates, Warren street.....	300 00
Telegraph and fixtures.....	56 00

Local tax rate, \$1.65.	
Tax for taxing district.....	\$818 71
State tax.....	409 36

Taxing District of Chambersburg Borough, County of Mercer.

DESCRIPTION OF PROPERTY.

One-half wire mill bridge.....	\$1,000 00
Total value.....	\$1,000 00

Local tax rate, \$1.50.	
Tax for taxing district.....	\$10 00
State tax.....	5 00

Taxing District of Millham Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Millham Cut-off—

Sidings outside of main stem, 11,478 feet.....	\$12,850 00
Land outside of right of way, 15.11 acres.....	11,550 00
Freight station.....	600 00
Tool house.....	50 00
Coal wharf, No 1.....	7,500 00
Coal wharf, No. 2.....	1,000 00
Telegraph and fixtures.....	40 00

Total value..... \$33,590 00

Local tax rate, \$1.20½.	
Tax for taxing district.....	\$885 90
State tax.....	167 95

Taxing District of Hamilton Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 4 298 feet.....	\$4,814 00
Total value.....	\$4,814 00
Local tax rate, \$0.70.	
Tax for taxing district.....	\$38 70
State tax.....	24 07

Taxing District of Ewing Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 528 feet.....	\$581 00
Freight station, Somerset.....	75 00
Pumping station, Somerset.....	300 00
Water station, Somerset.....	500 00
Telegraph and fixtures.....	625 00
Total value.....	\$2,081 00
Local tax rate, \$0.76.	
Tax for taxing district.....	\$15 81
State tax.....	10 40

Taxing District of Hopewell Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Tool house at Washington's crossing.....	\$75 00
Telegraph and fixtures.....	760 00
Total value.....	\$835 00
Local tax rate, \$0.64.	
Tax for taxing district.....	\$5 34
State tax.....	4 18

Taxing District of West Amwell Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Telegraph and fixtures.....	\$182 00
Total value.....	\$182 00
Local tax rate, \$1.08.	
Tax for taxing district.....	\$1 32
State tax	66

Taxing District of Lambertville Borough, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 966 feet.....	\$1,062 00
Land outside main stem, 6.60 acres.....	4,080 00
Tool house.....	100 00
Lower paint shop.....	8,200 00
Upper paint shop.....	600 00
Passenger car shop.....	2,000 00
Blacksmith shop.....	1,200 00
Machine shop.....	6,000 00
Boiler shop.....	1,200 00
Store house.....	2,400 00
Store house.....	800 00
Round house.....	7,500 00
Turn table.....	1,200 00
Coal house.....	600 00
Old factory.....	500 00
Water station.....	300 00
Telegraph and fixtures.....	78 00
Coal car shop.....	6,000 00
Weigh scale.....	200 00
Sidings outside main stem, 848 feet.....	877 00
Land outside main stem, .100 acres.....	160 00
Freight station.....	2,400 00
Telegraph and fixtures.....	78 00
Tool house.....	150 00
Telegraph and fixtures.....	78 00
Stand pipe.....	200 00
Carpenter shop.....	400 00
Upper shop.....	4,000 00
Old paint shop.....	100 00
Shelter for pay car.....	300 00
Total value.....	\$47,228 00

224 PENNSYLVANIA RAILROAD SYSTEM.

Local tax rate, \$1.15.	
Tax for taxing district	\$472 28
State tax	236 14

Taxing District of Delaware Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Pumping engine, Bulls Island	\$300 00
Water station, Bulls Island	400 00
Tool house, Bulls Island	50 00
Water house	40 00
Telegraph and fixtures	504 00
Telegraph office	50 00
Total value	\$1,844 00

Local tax rate, \$1.01.	
Tax for taxing district	\$18 44
State tax	6 72

Taxing District of Kingwood Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Freight station Byram	\$200 00
Telegraph and fixtures	568 00
Total value	\$768 00

Local tax rate, \$1.08.	
Tax for taxing district	\$7 68
State tax	3 82

Taxing District of Frenchtown Borough, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Tool house	\$50 00
Telegraph and fixtures	110 00
Total value	\$160 00

Local tax rate, \$0.87.	
Tax for taxing district	\$1 89
State tax	80

BELVIDERE DELAWARE RAILROAD CO. 225

Taxing District of Alexandria Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Telegraph and fixtures.....	\$143 00
Total value.....	\$143 00
Local tax rate, \$1.00.	
Tax for taxing district.....	\$1 43
State tax.....	71

Taxing District of Holland Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Pumping station.....	\$300 00
Water station, Milford.....	400 00
Tool house	100 00
Telegraph and fixtures	571 00
Engine house.....	300 00
Telegraph office.....	100 00
New inspector's office, Durham.....	100 00
Total value.....	\$1,871 00
Local tax rate, \$0.98½.	
Tax for taxing district.....	\$18 43
State tax.....	9 35

Taxing District of Pohatcong Township, County of Warren.

DESCRIPTION OF PROPERTY.

Freight station, Riegelsville.....	\$250 00
Water station, Riegelsville.....	400 00
Pumping engine, Riegelsville.....	300 00
Telegraph and fixtures.....	465 00
Tool house.....	50 00
Land outside main stem, gravel pit, Warren's, 1.00 acre.....	50 00
Land outside main stem, Pinchers, 9.00 acres	180 00
Total value	\$1,695 00

Local tax rate, \$0.75.

Tax for taxing district..... \$12 71

State tax..... 8 48

Taxing District of Lopatcong Township, County of Warren.

DESCRIPTION OF PROPERTY.

Tool house.....	\$50 00
Telegraph and fixtures.....	225 00
Total value.....	\$275 00

Local tax rate, \$0.76.

Tax for taxing district..... \$2 09

State tax..... 1 37

Taxing District of Phillipsburg, Warren County.

DESCRIPTION OF PROPERTY.

Telegraph office.....	\$200 00
Telegraph and fixtures.....	125 00
Sidings outside main stem, 21,878 feet.....	28,988 00
Land outside main stem (including graduation and bridges) 18.00 acres....	56,000 00
Telegraph and fixtures.....	48 00
Car inspector's office.....	100 00
Turn table.....	1,700 00
Freight office.....	1,000 00
Coal trestle.....	2,000 00
Water station.....	700 00
Round house (12 stalls)	12,000 00
Freight house and platform.....	400 00
Yard master's office.....	800 00
Track scales and house.....	400 00
Land outside main stem, 2,227 acres.....	6,680 00
Freight station.....	6,000 00
Pumping engine.....	800 00
Water station, pump house and tank.....	1,500 00
Round house—stone—(8 stalls).....	6,000 00
Store house	300 00
Carpenter house.....	200 00
Blacksmith shop.....	800 00
Tool house.....	100 00

BELVIDERE DELAWARE RAILROAD CO. 227

Telegraph and fixtures.....	\$160 00
Turn table.....	800 00
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Total value.....	\$121,251 00

Local tax rate, \$1.50.	
Tax for taxing district.....	\$1,212 51
State tax	606 26

Taxing District of Harmony Township, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, Depue.....	\$1,050 00
Tool house, Martin's creek.....	50 00
Telegraph and fixtures.....	596 00
<hr/>	
Total value.....	\$1,696 00

Local tax rate, \$0.88.	
Tax for taxing district.....	\$14 92
State tax.....	8 48

Taxing District of Belvidere Borough, County of Warren.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 1,600 feet.....	\$1,792 00
Land outside main stem, 5.00 acres.....	3,000 00
Freight station.....	3,000 00
Round house.....	3,000 00
Two ice houses.....	800 00
Inspector's office.....	75 00
Carpenter shop.....	200 00
Telegraph and fixtures.....	117 00
Switch house.....	75 00
Coal shed.....	100 00
Turn table.....	1,000 00
Pumping engine.....	800 00
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Total value.....	\$18,459 00

Local tax rate, \$1.11 $\frac{1}{2}$.	
Tax for taxing district.....	\$184 59
State tax.....	67 29

228 PENNSYLVANIA RAILROAD SYSTEM.

Taxing District of Oxford Township, County of Warren.

DESCRIPTION OF PROPERTY.

Coal house.....	\$100 00
Inspector's office.....	100 00
Telegraph office.....	200 00
Telegraph and fixtures.....	381 00
Water station.....	800 00
Turn table.....	200 00
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Total value.....	\$1,281 00
Local tax rate, \$0.85 ⁸ ₁₀	
Tax for taxing district.....	\$10 98
State tax.....	6.40

[FLEMINGTON BRANCH.]

Taxing District of Lambertville, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Telegraph and fixtures.....	\$15 00
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Total value.....	\$15 00
Local tax rate, \$1.15.	
Tax for taxing district.....	\$0 15
State tax.....	0 08

Taxing District of Delaware Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Telegraph and fixtures.....	\$168 00
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Total value.....	\$168 00
Local tax rate, \$1.01.	
Tax for taxing district.....	\$1 68
State tax.....	0 84

Taxing District of West Amwell, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Telegraph and fixtures	\$10 00
Tool house.....	20 00
	<hr/>
Total value.....	\$40 00
Local tax rate, \$1.08.	
Tax for taxing district.....	\$0 40
State tax.....	20

Taxing District of Raritan Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Water tank.....	\$100 00
Round house.....	800 00
Turn table.....	200 00
Wood shed.....	50 00
Coal trestle.....	681 00
Telegraph and fixtures.....	156 00
	<hr/>
Total value.....	\$1,987 00
Local tax rate, \$1.08.	
Tax for taxing district.....	\$19 87
State tax.....	9 68

TOTAL VALUATION AND ASSESSMENT FOR STATE AND LOCAL
USES FOR THE YEAR 1896.

VALUATION.

Assessed valuation of the Belvidere Delaware Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$8,717,808 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	317,649 00
	<hr/>
Aggregate assessed valuation.....	\$4,035,252 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$20,176 26
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	8,144 78
Total tax.....	<u>\$28,320 99</u>

CAMDEN AND ATLANTIC RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	64.689 miles.
Value of main stem in New Jersey	\$1,290,000 00
State tax.....	6,450 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Camden county, Camden city.....	3.278
Haddon township.....	3.567
Haddonfield borough.....	.705
Centre township.....	.940
Delaware township.....	1.298
Waterford township, Part 1.....	1.547
Waterford township, Part 2.....	6.662
Gloucester township.....	4.244
Winslow township.....	6.409
Atlantic county, Hammonton township.....	4.182
Mullica township.....	7.918
Egg Harbor City.....	1.416
Galloway township.....	8.460
Absecon township.....	2.198
Egg Harbor township.....	4.882
Egg Harbor township (South Atlantic City Branch).....	4.451
Atlantic City.....	2.882
	<hr/> 64.689

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.*Taxing District of Camden City, County of Camden.*

DESCRIPTION OF PROPERTY.

Land outside main stem at Cooper's Point, 15.50 acres.....	\$80,400 00
Tenth street, .68 acres.....	5,000 00
Seventh and Pearl streets, (triangular lot,) .50 acres.....	4,000 00

Land outside main stem at Kaighn's avenue, excess width.....	\$500 00
Liberty Park, .34 acres.....	300 00
Sidings outside main stem, 13,121 feet.....	14,483 00
Shed over passenger slips.....	2,000 00
Two passenger ferry slips.....	12,000 00
Pier No. 1 (old).....	1,000 00
Pier No. 2 (old).....	2,500 00
Pier No. 8 (old).....	1,500 00
Freight slips.....	3,000 00
Freight slips building.....	500 00
Superintendent's office.....	4,000 00
Two story brick stable.....	2,400 00
Frame shed, east of stable.....	1,800 00
Frame shed, west of stable.....	800 00
Machine shop.....	8,500 00
Brick office.....	1,500 00
Office near Cooper's Point Hotel.....	1,000 00
Turn table.....	1,000 00
Store house.....	1,000 00
Crossing gates.....	800 00
Telegraph and crossing bells.....	750 00
Total value.....	<u>\$130,683 00</u>

Local tax rate, \$2.65.

Tax for taxing district.....	\$1,306 83
State tax.....	653 42

Taxing District of Haddon Township, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem.....	\$24 00
Telegraph office.....	25 00
Total value.....	<u>\$49 00</u>

Local tax rate, \$1.21.

Tax for taxing district.....	49
State tax.....	25

Taxing District of Haddon Township, (Haddonfield Borough) County of Camden.

DESCRIPTION OF PROPERTY.

Freight station and platform.....	\$151 00
Tool house.....	60 00

CAMDEN AND ATLANTIC RAILROAD CO. 233

Flagman's house.....	\$30 00
Switch house.....	40 00
Safety gates.....	400 00
Shed.....	50 00
Total value.....	<u>\$780 00</u>

Local tax rate, \$1.21.	
Tax for taxing district.....	\$7 80
State tax.....	8 65

Taxing District of Centre Township, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside of main stem, .187 acre.....	\$14 00
Total value.....	<u>\$14 00</u>

Local tax rate, \$1.00.	
Tax for taxing district.....	\$0 14
State tax.....	07

Taxing District of Delaware Township, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.72 acres.....	\$172 00
Total value.....	<u>\$172 00</u>

Local tax rate, \$0.97.	
Tax for taxing district.....	\$1 67
State tax.....	86

Taxing District of Waterford Township, County of Camden.

DESCRIPTION OF PROPERTY.

Tool house.....	\$50 00
M. W. shed and contents.....	500 00
Shed, Chesilhurst.....	180 00
Turn table.....	850 00
Total value.....	<u>\$1,060 00</u>

234 PENNSYLVANIA RAILROAD SYSTEM.

Local tax rate, \$1.65.	
Tax for taxing district.....	\$10 60
State tax.....	5 80

Taxing District of Gloucester Township, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, 76.70 acres	\$5,758 00
Land outside main stem, Lakeside Park.....	1,000 00
Water tank.....	850 00
Water tank.....	500 00
Telegraph office.....	80 00
Total value.....	\$7,638 00

Local tax rate, \$1.20.	
Tax for taxing district.....	\$76 83
State tax.....	88 16

Taxing District of Winslow Township, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, 9.60 acres.....	\$194 00
Tank and pump house.....	500 00
Total value.....	\$694 00

Local tax rate, \$1.74.	
Tax for taxing district.	\$6 94
State tax.....	8 47

Taxing District of Hammonton Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem, .187 acre	\$10 00
Freight house.....	100 00
Engine house.....	600 00
Tank house.....	800 00
Tool house.....	50 00
Turn table (iron).....	600 00
Total value.....	\$2,160 00

CAMDEN AND ATLANTIC RAILROAD CO. 235

Local tax rate, \$2.12.	
Tax for taxing district.....	\$21 60
State Tax.....	10 80

Taxing District of Mullica Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem, .176 acre.....	\$10 00
Freight house.....	100 00
Freight platform.....	150 00
Freight shed, Elwood.....	100 00
Water tank.....	350 00
Tool house.....	20 00
Total value.....	\$730 00

Local tax rate, \$2.48½.	
Tax for taxing district.....	\$7 80
State tax.....	8 65

Taxing District of Egg Harbor City, County of Atlantic.

DESCRIPTION OF PROPERTY.

Freight house.....	\$800 00
Tool house.....	20 00
Total value.....	\$820 00

Local tax rate, \$2.25.	
Tax for taxing district.....	\$8 20
State tax.....	1 60

Taxing District of Galloway Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem.....	\$50 00
Tool house.....	20 00
Total value.....	\$70 00

Local tax rate, \$1.49.	
Tax for taxing district.....	\$0 70
State tax.....	85

Taxing District of Absecon Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem, 5.98 acres.....	\$297 00
Tank house.....	800 00
Engine house	200 00
Tool house	25 00

Total value.....	\$1,322 00
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Local tax rate, \$1.98.

Tax for taxing district.....	\$18 22
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State tax.....	6 61
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Taxing District of Egg Harbor Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess, 1.64 acres.....	\$66 00
Land outside main stem, station lot.....	161 00
Riparian right.....	800 00

Total value.....	\$1,027 00
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Local tax rate, \$1.65.

Tax for taxing district.....	\$10 27
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State tax	5 13
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Taxing District of Atlantic City, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 2.20 acres.....	\$11,000 00
Sidings outside main stem, 6,743 feet.....	7,417 00
Freight house and office.....	2,000 00
Tank house.....	300 00
Trestle for ice company.....	700 00
Crossing gates.....	950 00
Engine house.....	700 00
Turn table.....	800 00
Stand pipe.....	200 00
Street car stables.....	3,000 00
Baggage building.....	500 00

Total value.....	\$27,567 00
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CAMDEN AND ATLANTIC RAILROAD CO. 287

Local tax rate, \$2.00.	
Tax for taxing district.....	\$275 87
State tax	187 88

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

ROLLING STOCK—APPORTIONED.

DESCRIPTION OF PROPERTY.

Seventeen locomotives.....	\$98,500 00
Seven-tenths locomotive.....	4,480 00
Fifty-five passenger cars	182,000 00
One and three-tenths passenger cars.....	4,550 00
Seven baggage cars.....	7,000 00
Eighteen street cars.....	6,300 00
Sixty box cars.....	24,000 00
Four refrigerator cars.....	2,540 00
Fifty-six gondola cars.....	14,000 00
Twenty-two flat cars.....	6,450 00
Thirteen lime cars....	1,800 00
Three lumber trucks.....	600 00
One tool car.....	150 00
One Derrick car.....	450 00
Eighteen dump cars, (four wheels).....	2,250 00
Seventeen hand cars.....	950 00
Twenty hand trucks.....	500 00
Total value rolling stock.....	\$801,020 00

FLOATING EQUIPMENT.

Description of Property.	Proportion of time In New Jersey.	Value.
Ferry boat "Cooper's Point".....	$\frac{1}{2}$	\$25,000 00
Ferry boat "Atlantic".....	$\frac{1}{2}$	25,000 00
Ferry boat "Arasapha".....	$\frac{1}{2}$	12,000 00
Total value floating equipment.....		\$62,000 00

TOOLS, MATERIALS, ETC.

Tools in shop.....	\$6,785 00
Materials in shops.....	18,668 00
Tools—maintenance of way.....	1,945 00
Materials—maintenance of way.....	19,298 00
Office furniture... ..	2,000 00
Ninety-five mules.....	18,800 00
Total value tools, material, &c.....	\$61,991 00

SUMMARY.

Rolling stock.....	\$801,020 00
Floating equipment.....	82,000 00
Tools, materials, &c.....	61,991 00
Total value.....	<u>\$425,011 00</u>
State tax.....	\$2,125 00

 VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Camden and Atlantic Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$1,871,011 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	174,281 00
Aggregate assessed valuation.....	<u>\$2,045,292 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$10,226 21
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	1,742 26
Total tax.....	<u>\$11,968 47</u>

CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey..... 82.208 miles.

Value of main stem in New Jersey..... \$590,000 00

State tax..... 2,950 00

NOTE.—Camden to Pemberton, 24.970 miles; Burlington to Mount Holly, 7.238 miles.

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Camden county, Stockton township.....	8.058
Merchantville borough.....	1.814
Burlington county, Chester township.....	5.795
Mount Laurel township.....	5.069
Lumberton township.....	3.909
Northampton township.....	1.108
Easthampton township.....	1.833
Southampton township.....	1.008
Pemberton township.....	1.881
Burlington city.....	1.149
Burlington township.....	2.622
Westhampton township.....	2.111
Northampton township.....	1.856
Total miles.....	32.208

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Stockton Township, County of Camden.

DESCRIPTION OF PROPERTY.

Telegraph and fixtures.....	\$163 00
Total value.....	\$163 00

240 PENNSYLVANIA RAILROAD SYSTEM.

Local tax rate, \$1.00.	
Tax for taxing district.....	\$1 69
State tax.....	81

Taxing District of Merchantville Borough, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.09 acres.....	\$218 00
Freight house.....	1,500 00
Tool house.....	75 00
Telegraph and fixtures.....	74 00
Total value.....	\$1,867 00

Local tax rate, \$2.35.	
Tax for taxing district.....	\$18 67
State tax.....	9 84

Taxing District of Chester Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, 2.15 acres.....	\$215 00
Freight house.....	100 00
Tool house.....	75 00
Telegraph and fixtures.....	812 00
Total value.....	\$702 00

Local tax rate, \$0.59.	
Tax for taxing district.....	\$4 14
State tax.....	8 51

Taxing District of Mount Laurel Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.58 acres.....	\$158 00
Freight house.....	140 00
Cattle pen.....	50 00
Freight house.....	600 00
Telegraph and fixtures.....	158 00
Total value.....	\$1,106 00

CAM. AND BUR. COUNTY RAILROAD CO. 241

Local tax rate, @0.80.	
Tax for taxing district.....	\$8 85
State tax.....	5 58

Taxing District of Lumberton Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Freight house.....	\$90 00
Telegraph and fixtures.....	216 00
Total value.....	\$906 00

Local tax rate, \$0.95.	
Tax for taxing district.....	\$2 91
State tax.....	1 58

Taxing District of Northampton Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, 5.98 acres.....	\$2,325 00
Land outside main stem, 9.57 acres.....	8,878 00
Sidings outside main stem, 1,209 feet.....	1,830 00
Freight house.....	8,800 00
Water station and engine.....	2,000 00
Tool house.....	60 00
Conductor's house.....	50 00
Engine house.....	8,000 00
Smith's shop.....	900 00
Coaling station.....	600 00
Stand pipe.....	600 00
Turn table.....	1,200 00
Derrick.....	500 00
Wood shed.....	800 00
Three watch houses.....	125 00
Coal trestle.....	1,000 00
Telegraph and fixtures.....	76 00
Total value.....	\$27,244 00

Local tax rate, \$1.40.	
Tax for taxing district.....	\$272 44
State tax.....	186 22

Taxing District of Easthampton Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Telegraph and fixtures.....	\$118 00
Freight house.....	500 00
Total value.....	<u>\$618 00</u>
Local tax rate, \$1.07.	
Tax for taxing district.....	\$6 18
State tax.....	8 06

Taxing District of Southampton Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Telegraph and fixtures.....	\$57 00
Total value.....	<u>\$57 00</u>
Local tax rate, \$1.00.	
Tax for taxing district.....	\$0 57
State tax.....	29

Taxing District of Pemberton Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, 7.65 acres.....	\$575 00
Sidings outside main stem, 8,046 feet.....	8,851 00
Freight house.....	200 00
Engine house.....	240 00
Water station....	120 00
Turn table.....	150 00
Coal trestle.....	1,000 00
Marl pit culverts.....	80 00
Marl pit bridge.....	200 00
Marl pit bridge.....	150 00
Telegraph and fixtures.....	106 00
Total value.....	<u>\$6,172 00</u>
Local tax rate, \$0.90.	
Tax for taxing district.....	\$55 55
State tax.....	80 86

[BURLINGTON AND MT. HOLLY BRANCH.]

Taxing District of Burlington City, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, 4.50 acres.....	\$4,500 00
Sidings outside main stem, 2,249 feet.....	2,474 00
Wharf.....	3,000 00
Coal trestle.....	6,000 00
Telegraph and fixtures.....	50 00
Total value.....	<u>\$16,024 00</u>

Local tax rate, \$1.70.

Tax for taxing district..... \$160 24

State tax..... 80 12

Taxing District of Burlington Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, 4.55 acres.....	\$455 00
Telegraph and fixtures.....	105 00
Total value.....	<u>\$560 00</u>

Local tax rate, \$1.10.

Tax for taxing district..... \$5 60

State tax..... 2 80

Taxing District of Westhampton Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, .83 acre.....	\$25 00
Telegraph and fixtures.....	110 00
Total value.....	<u>\$135 00</u>

Local tax rate, \$0.86.

Tax for taxing district..... \$1 16

State tax..... 68

Taxing District of Northampton Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.50 acres.....	\$700 00
Tool house.....	40 00
Two coal trestles.....	1,800 00
Total value.....	<u>\$2,540 00</u>
Local tax rate, \$1.40.	
Tax for taxing district.....	\$25 40
State tax.....	12 70

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Camden and Burlington County Railroad Company, except for real estate used for railroad purposes other than main stem.....	\$719,000 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	57,488 00
Aggregate assessed valuation.....	<u>\$776,488 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$3,882 44
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	568 28
Total tax.....	<u>\$4,445 72</u>

COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey	14.194 miles.
Value of main stem in New Jersey	\$160,000 00
State tax.....	800 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Burlington county, Mansfield township.....	5.208
Springfield township.....	4 554
New Hanover township.....	.428
Pemberton township.....	4.008
	14.194

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Mansfield Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside Main stem, .10 acres.....	\$10 00
Turn table, Kinkora.....	250 00
Freight house.....	400 00
Tool house.....	80 00
Milk platform and shed, Columbus.....	100 00
Telegraph and fixtures.....	205 00
Total value.....	\$1,025 00
Local tax rate, \$0 80.	
Tax for taxing district.....	\$8 20
State tax.....	5 12

Taxing District of Springfield Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, .16 acre.....	\$10 00
Freight house.....	175 00
Water station.....	160 00
Freight house.....	100 00
Telegraph and fixtures.....	180 00
Total value.....	<u>\$625 00</u>

Local tax rate, \$0.85.

Tax for taxing district..... \$5 81

State tax..... 8 18

Taxing District of New Hanover Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Telegraph and fixtures.....	\$20 00
Total value.....	<u>\$20 00</u>

Local tax rate, \$0.90.

Tax for taxing district..... \$0 18

State tax..... 10

Taxing District of Pemberton Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, .67 acre.....	\$51 00
Sidings outside main stem, 1,916 feet.....	1,916 00
Telegraph and fixtures.....	160 00
Total value.....	<u>\$2,126 00</u>

Local tax rate, \$0.90.

Tax for taxing district..... \$19 18

State tax..... 10 63

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Columbus, Kinkora and Springfield Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$167,200 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	8,798 00
Aggregate assessed valuation.....	<u>\$170,998 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$854 98
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	82 82
Total tax.....	<u>\$887 80</u>

ENTERPRISE RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	1.260 miles.
Value of main stem in New Jersey.....	\$28,595 00
State tax.....	117 98

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Mercer county, Trenton city.....	.640
Ewing township.....	.410
Millham township.....	.210
Total miles.....	1.260

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Ewing Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.788 acres.....	\$4,485 00
Total value.....	\$4,485 00
Local tax rate, \$0.76.	
Tax for taxing district.....	\$34 08
State tax.....	22 42

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Enterprise Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$29,595 00
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ENTERPRISE RAILROAD CO.

249

Assessed valuation of real estate used for railroad purposes, other than main stem.....	\$4,485 00
Aggregate assessed valuation.....	\$84,080 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$170 40
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	84 08
Total tax.....	\$204 48
17	

FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	27.768 miles.
Value of main stem in New Jersey.....	\$575,000 00
State tax.....	2,875 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Middlesex county, Monroe township.....	5.288
Monmouth county, Manalapan township.....	4.586
Freehold township.....	8.287
Freehold city.....	.627
Howell township.....	7.810
Wall township.....	6.670
	<hr/> 27.768

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Monroe Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 985 feet	\$1,028 00
Engine house	800 00
Tool house and repair shop.....	200 00
Water station and engine.....	750 00
Coaling station.....	75 00
Telegraph and fixtures.....	246 00
	<hr/>
Total value.....	\$3,099 00
Local tax rate, \$1.12.	
Tax for taxing district.....	\$30 99
State tax.....	15 50

Taxing District of Manalapan Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, .10 acre.....	\$10 00
Freight house.....	500 00
Coal trestle.....	200 00
Freight house.....	200 00
Tool house.....	140 00
Telegraph and fixtures.....	205 00
Total value.....	<u>\$1,255 00</u>
Local tax rate, \$0.88 ½.	
Tax for taxing district.....	\$10 48
State tax.....	6 28

Taxing District of Freehold Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, 2.38 acres.....	\$2,380 00
Sidings outside main stem, 1,204 feet.....	1,824 00
Lot at station.....	5,000 00
Wood shed.....	105 00
Turn table.....	105 00
Engine house.....	800 00
Tool house.....	100 00
Shed and pumping engine.....	1,100 00
Telegraph and fixtures.....	288 00
Total value.....	<u>\$11,097 00</u>
Local tax rate, \$0.90.	
Tax for taxing district.....	\$99 87
State tax.....	55 48

Taxing District of Howell Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, 4.50 acres.....	\$450 00
Sidings outside main stem, 4,657 feet.....	5,122 00
Freight house.....	120 00
Tool house.....	80 00

252 PENNSYLVANIA RAILROAD SYSTEM.

Engine house.....	\$360 00
Turn table.....	100 00
Telegraph and fixtures.....	349 00
Total value.....	<u>\$6,581 00</u>
Local tax rate, \$1.00.	
Tax for taxing district.....	\$65 81
State tax.....	82 90

Taxing District of Wall Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem, .22 acre.....	\$20 00
Freight house.....	600 00
Water station and engine.....	750 00
Engine house.....	100 00
Turn table.....	500 00
Tool house.....	80 00
Freight house.....	1,000 00
Signal tower.....	1,000 00
Machinery in tower.....	3,000 00
Telegraph and fixtures.....	374 00
Total value.....	<u>\$7,424 00</u>
Local tax rate, \$0.85.	
Tax for taxing district.....	\$68 10
State tax.....	37 12

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Freehold and Jamesburg Agricultural Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$648,200 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	29,456 00
Aggregate assessed valuation.....	<u>\$677,656 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above	\$8,888 28
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	270 25
Total tax.....	<u>\$8,658 53</u>

LONG BEACH RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	20.780 miles.
Value of main stem in New Jersey.....	\$83,600 00
State tax	168 00

NOTE.—This company, on January 1st, 1886, had only three miles of track constructed.

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Ocean county, Union township.....	8.020
Stafford township.....	17.710
	<u>20.730</u>

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Long Beach Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$34,500 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	.....
Aggregate assessed valuation.....	<u>\$34,500 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$172 50
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	.....
Total tax.....	<u>\$172 50</u>

MARTIN'S CREEK RAILWAY COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	.140 miles.
Value of main stem in New Jersey.....	\$22,000 00
State tax.....	110 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Warren county, Harmony township.....	.140

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.*Taxing District of Harmony Township, County of Warren.*

DESCRIPTION OF PROPERTY.

Land outside main stem, .127 acres.....	\$25 00
Turn table.....	2,700 00
Total value.....	\$2,725 00
Local tax rate, \$0.88.	
Tax for taxing district.....	28 98
State tax.....	18 62

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Martin's Creek Railway Company, except for real estate used for railroad purposes, other than main stem.....	\$22,940 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	2,725 00
Aggregate assessed valuation.....	\$25,665 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$128 82
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	23 98
Total tax.....	<hr/> \$152 80

MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	6.810 miles.
Value of main stem in New Jersey.....	\$104,500 00
State tax.....	522 50

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Middlesex county, South Brunswick.....	1.180
Somerset county, Franklin township.....	5.680
	6.810

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Franklin Township, County of Somerset.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.96 acres.....	\$1,960 00
Freight depot, Voorhees.....	150 00
Freight depot, Middlebush.....	100 00
Tool house.....	50 00
Round house.....	2,000 00
Freight house.....	200 00
Turn table.....	200 00
Total value.....	\$4,660 00
Local tax, @0.86.	
Tax for taxing district.....	\$40 08
State tax.....	28 80

258 PENNSYLVANIA RAILROAD SYSTEM.

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Millstone and New Brunswick Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$108,050 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	4,660 00
Aggregate assessed valuation.....	<u>\$110,710 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$558 55
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	40 08
Total tax.....	<u>\$593 63</u>

MOUNT HOLLY, LUMBERTON AND MEDFORD
RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	6.190 miles.
Value of main stem in New Jersey.....	\$108,500 00
State tax.....	542 50

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Burlington county, Northhampton township.....	.059
Lumberton township.....	8.791
Medford township.....	2 840
Total miles.....	6.190

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.

Taxing District of Northhampton Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Tool house.....	\$45 00
Telegraph.....	10 00
Total value.....	\$55 00
Local tax rate, \$1.40.	
Tax for taxing district.....	\$ 0 55
State tax.....	0 28

Taxing District of Lumberton Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Freight station, Lumberton.....	\$600 00
Coal trestle, Lumberton.....	1,250 00
Telegraph and fixtures.....	117 00
Total value.....	<u>\$1,967 00</u>

Local tax rate, \$0.95.

Tax for taxing district..... \$18 69

State tax..... 9 88

Taxing District of Medford Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, 2.15 acres.....	\$162 00
Sidings outside main stem, 1,705 feet.....	1,705 00
Engine house, Medford.....	800 00
Turn table, Medford.....	125 00
Telegraph and fixtures.....	78 00
Total value.....	<u>\$2,870 00</u>

Local tax rate, \$0.95.

Tax for taxing district..... \$23 51

State tax..... 11 85

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1896.

VALUATION.

Assessed valuation of the Mt. Holly Lumberton and Medford Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$184,840 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	4,892 00
Aggregate assessed valuation.....	<u>\$189,232 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$696 16
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	41 75
Total tax.....	<u>\$737 91</u>

NATIONAL DOCKS RAILWAY COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	1.920 miles.
Value of main stem in New Jersey.....	\$812,116 57
State tax.....	4,060 58

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Jersey City.....	1.920

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.*Taxing District of Jersey City, County of Hudson.*

DESCRIPTION OF PROPERTY.

Watch house.....	\$35 00
Tool house.....	200 00
Total value.....	\$235 00

Local tax rate, \$2.94.

Tax for taxing district.....	\$2 85
State tax.....	1 18

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the National Docks Railway Company, except for real estate used for railroad purposes other than main stem.....	\$968,116 57
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262 PENNSYLVANIA RAILROAD SYSTEM.

Assessed valuation of real estate used for railroad purposes, other than main stem.....	<u>\$285 00</u>
Aggregate assessed valuation.....	\$968,851 57

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$4,841 76
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.	<u>2 85</u>
Total tax.....	\$4,844 11

PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	24.603 miles.
Value of main stem in New Jersey.....	\$840,000 00
State tax.....	1,700 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Burlington county, Pemberton township.....	2 728
New Hanover township.....	7.108
Ocean county, Plumstead township.....	2.587
Monmouth county, Upper Freehold township.....	8.882
Millstone township.....	.181
Mercer county, East Windsor township.....	8.171
	<hr/> 24.603

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.

Taxing District of Pemberton Township, County of Burlington

DESCRIPTION OF PROPERTY.

Freight station, Lewistown.....	\$250 00
Tool house, North Pemberton.....	75 00
Telegraph and fixtures.....	68 00
Total value.....	<hr/> \$393 00
Local tax rate, \$0.90.	
Tax for taxing district.....	\$3 54
State tax.....	\$1 96

Taxing District of New Hanover Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.20 acres.....	\$125 00
Freight station, Wrightstown.....	500 00
Coal trestle, Wrightstown	200 00
Freight station, Cookstown.....	500 00
Telegraph and fixtures.....	150 00
Total value.....	<u>\$1,475 00</u>
Local tax rate, \$0.90.	
Tax for taxing district.....	\$18 27
State tax.....	7 88

Taxing District of Plumstead Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.81 acres.....	\$187 00
Sidings outside main stem, 200 feet.....	200 00
Water station and engine, New Egypt.....	1,800 00
Freight station, New Egypt.....	550 00
Tool house, New Egypt.....	60 00
Coal trestle, New Egypt.....	500 00
Telegraph and fixtures.....	61 00
Total value.....	<u>\$2,808 00</u>
Local tax rate, \$1.29.	
Tax for taxing district.....	\$28 08
State tax.....	14 04

Taxing District of Upper Freehold Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, 3.00 acres.....	\$420 00
Freight station, Hornerstown.....	420 00
Freight station, Cream Ridge.....	400 00
Freight station, Imlaystown.....	500 00

PEM. AND HIGHTSTOWN RAILROAD CO. 265

Freight station, Sharon.....	\$500 00
Tool house.....	60 00
Telegraph and fixtures.....	195 00
Total value.....	\$2,495 00

Local tax rate, \$0.90	
Tax for taxing district.....	\$22 45
State tax.....	12 48

Taxing District of East Windsor Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Engine house, Hightstown.....	\$800 00
Tool house, Hightstown.....	60 00
Water station and engine, Hightstown.....	1,000 00
Turn table (fifty feet diameter) Hightstown.....	800 00
Telegraph and fixtures.....	63 00
Total value.....	\$2,223 00

Local tax rate, \$0.82.	
Tax for taxing district.....	\$18 23
State tax.....	11 12

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1896.

VALUATION.

Assessed valuation of the Pemberton and Hightstown Railroad Company, except for real estate used for railroad purposes, other than main stem...	\$397,000 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	9,394 00
Aggregate assessed valuation.....	\$406,394 00

TAX.

Tax for State uses on aggregate assessed valuation as above.	\$2,081 97
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	85 57
Total tax.....	\$2,117 54

PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey ..	6.400 miles.
Value of main stem in New Jersey.....	\$205,000 00
State tax	1,025 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Union county, Rahway city .....	.460
Middlesex county, Woodbridge township.....	3.670
Perth Amboy city.....	2.270
Total miles	6.400

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Rahway City, County of Union.

DESCRIPTION OF PROPERTY.

Siding outside main stem, 142 feet	\$159 00
Two flag houses.....	60 00
Telegraph and fixtures.....	16 00
Total value.....	\$235 00
Local tax rate, \$2.90.	
Tax for taxing district.....	\$2 85
State tax	1 17

Taxing District of Woodbridge Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, .98 acres.....	\$186 00
Two flag houses.....	60 00
One flag house.....	25 00
Freight house, Woodbridge.....	500 00
Flag house.....	80 00
Tool house.....	200 00
Telegraph and fixtures.....	188 00
Total value.....	<u>\$1,184 00</u>

Local tax rate, \$1.87½.

Tax for taxing district.....	\$11 84
State tax.....	5 92

Taxing District of Perth Amboy City, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.87 acres.....	\$467 50
Track outside main stem, 2,584 feet.....	8,649 00
Sidings outside main stem, 870 feet.....	414 00
Turn table (iron plate).....	250 00
Round house.....	800 00
Freight depot.....	1,000 00
Freight depot.....	100 00
Tool house.....	50 00

Spur to Central Railroad of New Jersey—

Land outside main stem, 2,897 feet.....	724 25
Telegraph station and signals.....	50 00
Telegraph and fixtures.....	186 00
Total value.....	<u>\$7,140 75</u>

Local tax rate, \$2.86.

Tax for taxing district.....	\$71 41
State tax.....	85 70

268 PENNSYLVANIA RAILROAD SYSTEM.

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Perth Amboy and Woodbridge Railroad Com- pany except for real estate used for railroad purposes, other than main stem.....	\$211,900 00
Assessed valuation of real estate used for railroad purposes other than main stem.....	8,559 75
Aggregate assessed valuation.....	<u>\$220,459 75</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$1,103 29
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.	85 60
Total tax.....	<u>\$1,187 89</u>

PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	47.230 miles.
Value of main stem in New Jersey.....	\$650,000 00
State tax.....	8,250 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Burlington county, Pemberton township.....	18.239
Ocean county, Manchester township.....	9.335
Berkeley township.....	18.855
Dover township.....	4.443
Brick township.....	5.278

Island Heights Branch—

Ocean county, Berkeley township.....	.726
Dover township.....	.854
Total miles	47.230

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Pemberton Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, 3.65 acres.....	\$278 00
Sidings outside main stem, 1,784 feet.....	1,784 00
Freight house.....	520 00
Tool house.....	120 00
Engine house.....	240 00
Tool house.....	120 00
Telegraph and fixtures.....	1,021 00
Total value.....	\$4,078 00

270 PENNSYLVANIA RAILROAD SYSTEM.

Local tax rate, \$0.90.	
Tax for taxing district.....	\$86 70
State tax.....	20 89

Taxing District of Manchester Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Land outside main stem, 18.67 acres.....	\$186 70
Sidings outside main stem, 1,758 feet.....	1,758 00
Water station.....	100 00
Tool house	120 00
Telegraph and fixtures.....	640 00
Total value.....	\$2,764 70

Local tax rate, \$2.01½.	
Tax for taxing district.....	\$27 55
State tax.....	18 77

Taxing District of Berkeley Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Land outside main stem, 19.48 acres.....	\$302 00
Sidings outside main stem, 8,992 feet.....	8,992 00
Freight house.....	500 00
Water station.....	1,500 00
Pump house and engine.....	1,200 00
Two tool houses.....	240 00
Watch house.....	50 00
Telegraph and fixtures.....	1,150 00
Total value.....	\$18,984 00

Local tax rate, \$1.80.	
Tax for taxing district.....	\$69 84
State tax.....	\$44 67

Taxing District of Dover Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.50 acres.....	\$425 00
Telegraph and fixtures.....	313 00
Total value.....	\$738 00

PHILA. AND L. B. RAILROAD CO.

271

Local tax rate, \$1.88.	
Tax for taxing district.....	\$7 88
State tax.....	8 69

Taxing District of Brick Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Land outside main stem, 2.78 acres.....	\$278 00
Tool house.....	120 00
Telegraph and fixtures.....	876 00
Total value.....	\$774 00

Local tax rate, \$1.07.	
Tax for taxing district.....	\$7 74
State tax.....	8 87

[ISLAND HEIGHTS BRANCH.]

Taxing District of Berkeley Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Land outside main stem, .28 acres.....	\$514 00
Sidings outside main stem, 488 feet.....	488 00
Telegraph and fixtures.....	52 00
Total value.....	\$1,004 00

Local tax rate, \$1.80.	
Tax for taxing district.....	\$10 04
State tax.....	5 02

Taxing District of Dover Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Freight platform.....	\$100 00
Coal bin.....	50 00
Telegraph and fixtures.....	42 00
Total value.....	\$192 00

Local tax rate, \$1.88.	
Tax for taxing district.....	\$1 92
State tax.....	96

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Philadelphia and Long Branch Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$785,200 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	18,474 70
Aggregate assessed valuation.....	<u>\$758,674 70</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$3,768 87
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	180 67
Total tax.....	<u>\$3,949 04</u>

PHILADELPHIA, MARLTON AND MEDFORD RAIL- ROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	11.728 miles.
Value of main stem in New Jersey.....	\$174,000 00
State tax.....	870 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Camden county, Haddonfield borough.....	.457
Delaware township.....	4.410
Burlington county, Evesham township.....	4.898
Medford township.....	2.458
Total miles.....	11.728

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Haddonfield Borough, (Haddon Township,) County of Camden.

DESCRIPTION OF PROPERTY.

Telegraph and fixtures	\$46 00
Total value.....	\$46 00
Local tax rate, \$1.21.	
Tax for taxing district.....	30 46
State tax.....	28

Taxing District of Delaware Township, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside of main stem, .28 acre.....	\$50 00
Telegraph and fixtures.....	481 00
Total value.....	<u>\$481 00</u>
Local tax rate, \$0.97.	
Tax for taxing district.....	\$4 67
State tax.....	2 40

Taxing District of Evesham Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, .58 acres.....	\$200 00
Telegraph and fixtures.....	440 00
Total value... ..	<u>\$640 00</u>
Local tax rate, \$1.05.	
Tax for taxing district.....	\$6 40
State tax.....	3 20

Taxing District of Medford Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.06 acres.....	\$400 00
Tool house.....	80 00
Freight station.....	775 00
Telegraph and fixtures.....	246 00
Total value.....	<u>\$1,451 00</u>
Local tax rate, \$0.95.	
Tax for taxing district.....	\$13 78
State tax.....	7 26

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Philadelphia, Marlton and Medford Railroad Company, except for real estate used for railroad purposes other than main stem.....	\$178,100 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	2,618 00
Aggregate assessed valuation.....	<u>\$180,718 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$908 59
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	<u>25 81</u>
Total tax.....	\$928 90

ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	6.540 miles.
Value of main stem in New Jersey.....	\$74,418 00
State tax.....	872 06

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Middlesex county, South Brunswick township.....	4.260
Somerset county, Franklin township... ..	2.280
Total miles.....	6.540

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of South Brunswick Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside road-bed, excess width, 1.15 acres.....	\$115 00
Total value.....	\$115 00
Local tax rate, \$1.28.	
Tax for taxing district.....	\$1 15
State tax.....	58

Taxing District of Franklin Township, County of Somerset.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width at Rocky Hill, .48 acre.....	\$1,204 00
Sidings outside main stem, 1,680 feet.....	1,260 00

ROCKY HILL RAILROAD AND TRANS. CO. 277

Round house at Rocky Hill	\$700 00
Turn table.....	200 00
Tool house at Rocky Hill.....	50 00
Tool house at Kingston.....	50 00
Total value.....	<u>\$8,464 00</u>
Local tax rate, \$0.86.	
Tax for taxing district.....	\$29 79
State Tax.....	17 82

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Rocky Hill Railroad and Transportation Com- pany, except for real estate used for railroad purposes, other than main stem.....	\$75,188 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	3,579 00
Aggregate assessed valuation.....	<u>\$78,767 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$898 84
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	30 94
Total tax.....	<u>\$424 78</u>

SALEM RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	17.302 miles.
Value of main stem in New Jersey.....	\$184,000 00
State tax.....	920 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Salem county, Pittsgrove township.....	.809
Upper Pittsgrove township.....	5.023
Pilesgrove township.....	1.469
Alloway township.....	6.217
Mannington township.....	3.710
Salem city.....	.574
Total miles.....	17.302

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Pittsgrove Township, County of Salem.*

DESCRIPTION OF PROPERTY.

Land outside main stem, 3.00 acres.....	\$300 00
Sidings outside main stem, 789 feet.....	739 00
Water station at Elmer.....	250 00
Engine house at Elmer.....	50 00
Tool house.....	10 00
Telegraph and fixtures.....	20 00
Total value.....	\$1,369 00
Local tax rate, \$1.06.	
Tax for taxing district.....	\$13 69
State tax.....	6 85

Taxing District of Upper Pittsgrove Township, County of Salem.

DESCRIPTION OF PROPERTY.

Land outside main stem, .70 acre.....	\$70 00
Horse sheds at Daretown.....	50 00
Total value.....	<u>\$120 00</u>
Local tax rate, \$0.76.	
Tax for taxing district.....	\$0 91
State tax.....	80

Taxing District of Alloway Township, County of Salem.

DESCRIPTION OF PROPERTY.

Land outside main stem, 4.70 acres.....	\$94 00
Horse shed at Yorktown.....	50 00
Tool house.....	25 00
Store house.....	250 00
Horse sheds.....	50 00
Telegraph and fixtures.....	187 00
Total value.....	<u>\$606 00</u>
Local tax rate, \$0.84	
Tax for taxing district.....	\$5 09
State tax.....	8 08

Taxing District of Mannington Township, County of Salem.

DESCRIPTION OF PROPERTY.

Car house.....	\$1,500 00
Engine house.....	300 00
Tool house.....	25 00
Turn table.....	100 00
Water tank.....	25 00
Telegraph and fixtures.....	111 00
Total value.....	<u>\$2,061 00</u>
Local tax rate, \$0.90.	
Tax for taxing district.....	\$16 49
State tax.....	10 80

Taxing District of Salem City, County of Salem.

DESCRIPTION OF PROPERTY.

Land outside main stem, 5.00 acres	\$8,750 00
Sidings outside main stem, 528 feet.....	528 00
Freight station.....	1,000 00
Turn table.....	800 00
Telegraph and fixtures.....	88 00
Total value.....	<u>\$6,116 00</u>

Local tax rate, \$1.19.	
Tax for taxing district	\$61 16
State tax.....	80 58

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Salem Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$219,300 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	10,272 00
Aggregate assessed valuation.....	<u>\$229,572 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$1,147 86
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	97 34
Total tax.....	<u>\$1,245 20</u>

SWEDESBORO RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	10.551 miles.
Value of main stem in New Jersey	\$140,000 00
State tax.....	700 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Gloucester county, Woodbury city.....	.788
West Deptford township.	2.418
East Greenwich township.....	4.609
Woolwich township.	2.786
Total miles.....	10 551

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.

Taxing District of Woodbury City, County of Gloucester.

DESCRIPTION OF PROPERTY.

Telegraph	\$24 00
Total value.....	\$24 00
Local tax rate, @1.33.	
Tax for taxing district.. ..	\$0 24
State tax.....	12

Taxing District of West Deptford Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Land outside main stem, 2.60 acres.....	\$215 00
Telegraph line (half owner), 2.40 miles.....	72 00
Total value.....	\$287 00

282 PENNSYLVANIA RAILROAD SYSTEM.

Local tax rate, \$0.90.	
Tax for taxing district.	\$2 58
State tax.....	1 44

Taxing District of East Greenwich Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Land outside main stem, .70 acre.....	\$45 00
Freight house, Clarksboro.....	200 00
Tool house, Clarksboro.....	50 00
Horse sheds.....	75 00
Telegraph line, (half owner).....	188 00
Instruments.....	20 00
Total value.....	\$528 00
Local tax rate, \$0.90.	
Tax for taxing district.....	\$4 75
State tax.....	2 64

Taxing District of Woolwich Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.60 acres.....	\$104 00
Freight house, Swedesboro.....	200 00
Engine house, Swedesboro.....	500 00
Water tank, Swedesboro.....	200 00
Turn table, 50 feet diameter.....	500 00
Tool house.....	100 00
Telegraph line (half owner), 2.70 miles.....	81 00
Telegraph instruments.....	20 00
Total value.....	\$1,705 00
Local tax rate, \$0.91.	
Tax for taxing district.....	\$15 51
State tax.....	8 52

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Swedesboro Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$208,700 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	2,544 00
Aggregate assessed valuation.....	<u>\$211,244 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$1,056 22
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	28 08
Total tax.....	<u>\$1,079 80</u>

UNITED NEW JERSEY RAILROAD AND CANAL COMPANY (MAIN LINE.)

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	64.510 miles.
Value of main stem in New Jersey.....	\$9,489.286 00
State tax.....	\$47,196 43

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Jersey City	3.490
Jersey City (Harsimus Branch).....	1.550
Kearney township	2.900
Harrison, town of	1.800
Harrison, town of (Centre Street Branch).....	.780
Essex county, Newark City.....	2.510
Newark City (Centre Street Branch) .....	.550
Clinton township.....	1.510
Union county, Elizabeth City.. ..	2.790
Linden township.....	8.180
Rahway City.....	2.170
Middlesex county, Woodbridge township	2.800
Raritan township.....	7.500
Raritan township (Bonhampton Branch).....	1.890
New Brunswick City.....	1.620
North Brunswick township.....	5.580
South Brunswick township.....	7.250
Crantury township .....	.900
Mercer county, West Windsor township.....	4.300
West Windsor township (Princeton Branch).....	1.980
Princeton township (Princeton Branch).....	.770
Princeton borough (Princeton Branch) .....	.320
Lawrence township.....	.860
Chambersburg borough.....	.460
Hamilton township.....	4.750
Trenton City.....	.900
Total miles.....	64.510

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Jersey City, County of Hudson.*

DESCRIPTION OF PROPERTY.

Yard, between Green street solid filling line, line 100 feet south of Morgan street, north side of main stem, 18,579 acres.....	\$543,160 00
Yard south of main stem, fronting on Exchange place and Montgomery street, 54,625 square feet.....	218,500 00
Part of Block 71, south of main stem, 19,655 square feet.....	19,655 00
Part of Block 72, north of main stem, 65,121 square feet.....	65,121 00
Part of Block 104, excepting main stem, 89,634 square feet.....	81,708 20
Lots 105, 107, 109 and 111, Block 73, 10,000 square feet.....	10,000 00
Part of Block 105, 60,000 square feet.....	48,000 00
Excess width, Academy street opposite Cornelison avenue, 28,750 square feet.....	8,625 00
Excess width, at end of Chestnut avenue, .11 acre.....	700 00
Excess width, east of main stem, between High street and Summit avenue, 8.70 acres.....	22,200 00
Excess width, Summit avenue opposite Sipp avenue, .10 acre.....	1,000 00
Excess width, northeast of main stem, between Summit avenue and rear of lots fronting on Cottage street, 2.77 acres.....	16,620 00
Excess width, south of main stem, between Tonnele avenue and Summit avenue, comprising old cut, 8.18 acres.....	40,900 00
Excess width, depot plot at Marion, 4,920 square feet.....	1,200 00
Excess width, north of main stem, east of Tonnele avenue, parts of lots 24, 26, 28, 29 and 31, Block 589, 17,424 square feet.....	3,484 80
Excess width, north of main stem, west of Tonnele avenue, 4,856 feet.....	870 20
Excess width, triangle at Hackensack river, (freight line,) 6,098 feet.....	800 00
Excess width, triangle on south side main stem at Wallis avenue, 4,200 feet.....	600 00
Sidings outside main stem, (in yards,) 67,791 feet.....	75,926 00
Ferry house and slips.....	100,000 00
Pier "D" and shed.....	21,818 00
Transfer float bridges.....	25,000 00
Offices, Exchange Place.....	10,000 00
New offices, Exchange Place.....	32,000 00
Land, Exchange Place, 1,120 square feet.....	6,000 00
Graduation new passenger line.....	22,800 00
Pier "E" and shed.....	22,000 00
Carpet room.....	1,200 00
Store room.....	3,000 00
Ontario and Western office.....	500 00
Freight station.....	15,000 00
Freight transfer shed.....	1,000 00
Engine house.....	27,000 00

Turn table.....	\$1,200 00
Crane on bulkhead.....	5,000 00
Turn table.....	500 00
Office and store house, Washington street.....	8,000 00
Office, Green street.....	1,500 00
Driller's house.....	50 00
Telegraph and fixtures.....	2,688 00
Tool house in cut.....	200 00
Three towers, "Point of Rocks" to Hackensack river.....	2,400 00
Nineteen switch houses.....	190 00
One-half old bridge, Hackensack river.....	23,420 00
Old street bridge, Summit avenue.....	8,000 00
Graduation.....	8,415 00
Signal tower, Marion.....	8,000 00
Freight transfer shed.....	2,000 00
Midland milk office.....	400 00
Driller's house, Green street.....	500 00
Electric light building, Montgomery street.....	5,416 00
Crossing gates.....	3,700 00
Building, 276-278 Washington street.....	10,000 00
Total value.....	<u>\$1,477,917 20</u>

Local tax rate, \$2.94.

Tax for taxing district.....	\$14,779 17
State tax.....	7,889 59

Taxing District of Hoboken City, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, 2.34 acres.....	\$70,200 00
Pier and shops.....	65,000 00
Total value.....	<u>\$135,200 00</u>

Local tax rate, \$2.95.

Tax for taxing district.....	\$1,352 00
State tax.....	676 00

Taxing District of Kearney Township, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, 188.22 acres.....	\$86,610 00
Sidings outside main stem, 118,100 feet.....	182,272 00

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Car shop.....	\$80,000 00
Brick paint shop.....	10,000 00
Dispatcher's office and signal office "C. A.".....	900 00
Chimney, boiler house and engine room.....	25,000 00
Transfer table.....	6,000 00
Pump house.....	1,500 00
Iron house.....	1,500 00
Erecting and boiler shop.....	60,000 00
Store house.....	1,500 00
Blacksmith shop.....	26,000 00
Flange shop.....	2,000 00
Boiler house.....	500 00
Iron house.....	200 00
Planing mill.....	20,000 00
Drying house.....	1,500 00
Lumber shed.....	1,500 00
Pump house.....	200 00
Five hose cart houses.....	500 00
Corrugated iron oil house.....	2,000 00
Engine house, 44 stalls.....	120,000 00
Sand house.....	1,500 00
Signal house "O. X.".....	500 00
Signal house "F. S.".....	500 00
Tower.....	800 00
Coal trestle.....	5,000 00
Extension coal trestle.....	4,200 00
Bridge house.....	500 00
Western Union telegraph office.....	500 00
Telegraph office "G. Y.".....	50 00
Telephone office, Meadows.....	50 00
Stable.....	1,500 00
Engine house, 20 stalls.....	70,000 00
Brick store room and office.....	5,500 00
Telegraph and fixtures.....	1,221 00
Total value.....	\$681,503 00

Local tax rate, \$2.56.

Tax for taxing district..... \$6,816 08

State tax..... 8,167 61

Taxing District of Town of Harrison, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, 20.786 acres.....	\$20,786 00
Land outside main stem, (Young) 2.820 acres.....	6,200 00

Sidings outside main stem, 2,418 feet.....	\$2,703 00
Tower.....	4,000 00
Tool house.....	200 00
Tower.....	2,000 00
Flag house.....	50 00
Telegraph and fixtures.....	589 00
Total value.....	<u>\$38,478 00</u>
Local tax rate, \$2.40.	
Tax for taxing district.....	\$364 78
State tax.....	182 89

Taxing District of Newark City, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess at Market street, .88 acre.....	\$70,500 00
At 880 Market street.....	5,400 00
Excess width at river, .06 acre.....	4,000 00
Excess at Chestnut street depot, .45 acre.....	6,000 00
Excess at Mulberry street yard, 2.51 acres.....	19,200 00
Excess at Emmet street depot grounds, .69 acre,	3,500 00
Excess width in meadow, 1.87 acres.....	467 50
Excess depot grounds (Centre street branch) .48	
acre.....	10,000 00
Sidings outside main stem, 8,852 feet.....	9,914 00
Supervisor's office, brick, 86x16, wood, 48x16.....	5,000 00
Brick baggage room.....	5,000 00
Freight shed.....	500 00
Market street freight depot.....	10,000 00
Allung street freight depot.....	5,000 00
Two telegraph offices.....	100 00
Tool house.....	200 00
Nineteen flag houses.....	475 00
One flag house.....	30 00
Tower.....	800 00
Oil house.....	100 00
Carpenter shop.....	500 00
Telegraph and fixtures.....	928 00
Crossing gates.....	10,000 00
Inter-locking tower.....	3,000 00

Watch house on bridge and signal.....	75 00
Six watch houses.....	180 00
Baggage room, Centre street.....	500 00
Total value.....	\$171,869 50

Local tax rate, \$2.08.	
Tax for taxing district.....	\$1,718 09
State tax.....	858 85

DESCRIPTION OF PROPERTY.

Land outside main stem, 16.22 acres.....	\$4,866 00
Sidings outside main stem, 5,898 feet.....	6,040 00
Water tank and stand pipe.....	500 00
Switch house.....	80 00
Tower.....	800 00
Tool house.....	150 00
Pump house.....	150 00
Sand house, Waverly.....	350 00
Telegraph tower, Waverly.....	500 00
Oil house, Waverly.....	150 00
Turn table.....	800 00
Telegraph and fixtures.....	550 00
Total value.....	\$14,886 00

Local tax, \$1.08.	
Tax for taxing district.....	\$148 86
State tax.....	74 48

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, .87 acre.....	\$1,800 00
excess in depot grounds, 1.40 acres.....	10,872 00
Sidings outside main stem, 1,851 feet.....	2,078 00
Telegraph office.....	900 00

Office and baggage room.....	\$400 00
Seven shanties.....	175 00
Brick freight house.....	5,000 00
Telegraph office "S. A.".....	80 00
Tool house.....	200 00
Signal and watch house.....	50 00
Ten watch houses.....	800 00
Crossing gates.....	6,100 00
Telegraph and fixtures.....	1,070 00
Total value.....	<u>\$28,770 00</u>

Local tax rate, \$2.72.

Tax for taxing district.....	\$287 70
State tax.....	148 85

Taxing District of Linden Township, County of Union.

DESCRIPTION OF PROPERTY.

Land outside main stem, 6.89 acres.....	\$2,756 00
Telegraph office.....	500 00
Flag house.....	80 00
Tool house.....	200 00
Water tank, boiler house and stand pipe.....	1,200 00
New well at tank.....	1,000 00
Reservoir at tank.....	100 00
Green house.....	650 00
Telegraph and fixtures.....	1,055 00
Total value.....	<u>\$7,491 00</u>

Local tax rate, \$1.04.

Tax for taxing district.....	\$74 91
State tax.....	37 45

Taxing District of City of Rahway, County of Union.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.00 acres.....	\$4,500 00
Land outside main stem, excess in depot grounds and yard, 5.11 acres....	10,220 00
Sidings outside main stem, 1,466 feet.....	1,642 00
Freight house.....	4,000 00
Tool house.....	200 00
Tower, Perth Amboy Junction.....	3,000 00

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Ten watch houses.....	\$300 00
Turn table.....	800 00
Telegraph office.....	250 00
Telegraph and fixtures.....	811 00
Crossing gates.....	5,200 00
Water supply in track.....	1,989 20
Total value.....	<u>\$32,862 20</u>

Local tax rate, \$2.90.	
Tax for taxing district.....	\$328 62
State tax.....	164 31

Taxing District of Woodbridge Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess, 1.78 acres.....	\$692 00
Land outside main stem, Lidalia, .156 acre	294 00
Land outside main stem, Currier, .400 acre.....	850 00
Watch house.....	80 00
Telegraph and fixtures.....	708 00
Tool house.....	200 00
Total value.....	<u>\$2,769 00</u>

Local tax rate, \$1.87½.	
Tax for taxing district.....	\$27 69
State tax.....	18 85

Taxing District of Raritan Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem.....	\$10,068 00
Sidings outside main stem, 96 feet.....	107 00
Menlo Park tool house.....	150 00
Freight house.....	250 00
Telegraph office.....	30 00
Robinvale flag house.....	30 00
Tool house, Metuchen.....	150 00
Tool house.....	200 00
Tower.....	8,000 00
Flag house.....	80 00
Freight house.....	200 00
Freight depot.....	250 00

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Flag house.....	\$80 00
Telegraph office.....	50 00
Water tank.....	1,000 00
Tool house.....	200 00
Crossing gates.....	500 00
Tower.....	2,000 00
Two watch houses.....	60 00
Telegraph and fixtures.....	2,479 00
Total value.....	<u>\$20,782 00</u>

Local tax rate, \$1.47.	
Tax for taxing district.....	\$207 82
State tax.....	108 91

Taxing district of New Brunswick City, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width and depot grounds, 8.50 acres.....	\$14,000 00
Warner estate.....	8,000 00
Klaus property, .211 acre.....	58 00
Sidings outside main stem, 1,675 feet.....	1,876 00
Freight depot.....	2,000 00
Freight depot.....	300 00
Supervisor's office.....	1,000 00
Carpenter shop.....	300 00
Tool house.....	500 00
Water station.....	700 00
Telegraph office.....	100 00
Round house.....	4,000 00
Crossing gates.....	7,100 00
Telegraph and fixtures.....	586 00
Total value.....	<u>\$35,515 00</u>

Local tax rate, \$4.14.	
Tax for taxing district.....	\$355 15
State tax.....	177 57

Taxing District of North Brunswick Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width and depot grounds, 7.29 acre.....	\$864 50
Klaus property, .986 acre.....	288 00

Tool house.....	\$200 00
Store room.....	100 00
Signal tower.....	800 00
Telegraph and fixtures.....	1,620 00
Total value.....	<u>\$3,817 50</u>

Local tax rate, \$1.24.

Tax for taxing district.....	\$38 17
State tax.....	16 59

Taxing District of South Brunswick Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess in depot grounds, width and yard, at Monmouth Junction, 45.70 acres.....	\$2,285 00
Land outside main stem, (Stout).....	152 00
Land outside main stem (Carroll).....	27 00
Sidings outside main stem, 898 feet.....	1,006 00
Deans freight station.....	150 00
Tool house at Monmouth Junction.....	200 00
Two tool houses.....	400 00
Tool house.....	50 00
Two water tanks.....	1,000 00
Pump house.....	800 00
Boiler house.....	300 00
Reservoir.....	1,500 00
Tower.....	3,000 00
Telegraph office.....	30 00
Plainsboro tool house.....	150 00
Two watch houses.....	55 00
Watch houses.....	50 00
Hay house.....	50 00
Telegraph and fixtures.....	2,186 00
Water supply in tank.....	2,188 00
Total value.....	<u>\$14,974 00</u>

Local tax rate, \$1.28.

Tax for taxing district.....	\$149 74
State tax.....	74 87

Taxing District of Cranbury Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.80 acres.....	\$880 00
Plainsboro freight station.....	800 00
Freight station.....	200 00
Stable and shed.....	50 00
Telegraph and fixtures.....	281 00
Total value.....	<u>\$1,161 00</u>

Local tax rate, \$1.05.

Tax for taxing district..... \$11 61

State tax..... 5 80

Taxing District of West Windsor Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, .17 acres.....	\$70 00
Princeton Junction freight station.....	500 00
Freight station.....	800 00
Tool house.....	300 00
Coal platform.....	50 00
Stable.....	50 00
Watch house.....	80 00
Telegraph office.....	500 00
Telegraph and fixtures (Princeton Branch).....	1,810 00
Tool house.....	150 00
Turn table.....	300 00
Bridge house at canal.....	200 00
Total value.....	<u>\$8,760 00</u>

Local tax rate, \$.64.

Tax for taxing district..... \$24 06

State tax..... 18 80

Taxing District of Princeton Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess in yard, .65 acre.....	\$195 00
Sidings outside main stem, 388 feet.....	378 00

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Telegraph and fixtures.....	\$20 00
Freight house.....	1,000 00
Engine house.....	1,500 00
Turn table.....	200 00
Water station.....	500 00
Telegraph and fixtures in Princeton Borough.....	18 00
Total value.....	<u>\$3,808 00</u>

Local tax rate, \$0.98.

Tax for taxing district.....	\$85 40
State tax	19 08

Taxing district of Lawrence Township, county of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, (excess main line), 1.54 acres.....	\$154 00
Freight depot.....	200 00
Freight depot.....	800 00
Tool house.....	200 00
Stable.....	50 00
Telegraph and fixtures.....	250 00
Total value.....	<u>\$1,154 00</u>

Local tax rate, \$0.72.

Tax for taxing district.....	\$8 31
State tax.....	5 77

Taxing district of Hamilton Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, 31.53 acres.....	\$9,549 00
Sidings outside main stem, 5,788 feet.....	6,477 00
Tower at Millham.....	400 00
Tower at Barricks.....	400 00
Coal station, Millham.....	8,000 00
Coal station, Millham.....	7,000 00
Scale house.....	25 00
Two flag houses.....	60 00
Telegraph office.....	30 00
Two tool houses.....	150 00
Sand house.....	350 00

Telegraph and fixtures.....	\$1,498 00
Boiler house.....	850 00
Total value.....	<u>\$29,289 00</u>

Local tax rate, \$0.70.

Tax for taxing district.....	\$205 02
State tax.....	146 45

Taxing District of Chambersburg Borough, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, 20.49 acres.....	\$20,490 00
Sidings outside main stem, 412 feet.....	461 00
Telegraph office.....	100 00
Dispatcher's office.....	125 00
Inspector's office.....	200 00
Shop.....	200 00
Shop.....	100 00
Telegraph and fixtures.....	165 00
Total value.....	<u>\$21,841 00</u>

Local tax rate, \$1.50.

Tax for taxing district.....	\$218 41
State tax.....	109 20

Taxing District of Trenton City, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, 9.224 acres.....	\$42,808 00
Sidings outside main stem, 7,550 feet.....	8,456 00
Two switch houses.....	200 00
General office.....	15,000 00
Turn table.....	600 00
Oil house.....	200 00
Two flag houses.....	60 00
Crossing gates.....	1,100 00
Telegraph and fixtures.....	461 00
Total value.....	<u>\$68,885 00</u>

Local tax rate, \$1.65.

Tax for taxing district.....	\$688 85
State tax.....	344 43

[HARSIMUS BRANCH.]

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Terminal Yard—

Beginning at the intersection of a line drawn parallel to Sixth street, and 100 feet southerly therefrom, and the exterior line for solid filling, thence westerly, parallel with Sixth street, to a point 810 feet east from Provost street if extended; thence north, at right angles to Sixth street, 180 feet to the centre of Sixth street; thence west, along centre of Sixth street, 810 feet to Provost street; thence south, 90 feet to south side of Sixth street; thence west, along south side of Sixth street, 60 feet; thence south, at right angles to Sixth street, 100 feet; thence west, and parallel with Sixth street, 800 feet to a point distant 100 feet east of Henderson street; thence south, and parallel with Henderson Street, 500 feet; thence west, at right angles to Henderson street, 20 feet; thence south, and parallel with Henderson street, 2 feet; thence west, at right angles to Henderson street, 80 feet to Henderson street; thence south, along east side of Henderson street, 408 feet to the centre of Second street; thence east, through centre of Second street, to the exterior line for solid filling; thence north, along the exterior line for solid filling, to point of beginning, with land under water to pier line, [33.896 acres of the above filled in, the balance under water,] exclusive of main stem, 46.651 acres.....		\$1,468,975 00
Lots 25, 27, 29, 81, Block 77, corner Second and Green streets, 10,000 square feet.....		10,000 00
Between centre of First and Second streets, and east side of Green street and line for solid filling, with lands under water to pier line, exclusive of main stem, 4.688 acres.....		248,285 00

Tracks outside main stem—

Track in ballast (steel rails), 87,090 feet.....	41,541 00
Track on trestle and piers (steel rails), 6,060 feet.....	5,454 00
Track in ballast (iron rails), 12,672 feet.....	12,672 00

Buildings and Structures—

Pier 1.....	8,785 00
Pier 2.....	122,712 00
Pier 3.....	94,010 00
Seven switch houses.....	70 00
Grain elevator.....	550,000 00
Foreman's office.....	250 00
Dispatcher's office.....	400 00

298 PENNSYLVANIA RAILROAD SYSTEM.

Carpenter shop.....	\$50 00
Two blacksmith shops.....	50 00
Oil house.....	15 00
Store house.....	15 00
Telegraph office.....	10 00
Two transfer bridges.....	25,000 00
Turn table.....	1,700 00
Total value.....	<u>\$2,579,944 00</u>

Local tax rate, \$2.94.	
Tax for taxing district.....	\$25,799 44
State tax.....	12,899 72

[CAMDEN AND AMBOY BRANCH.]

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	61.140 miles.
Value of main stem in New Jersey.....	\$1,980,000 00
State tax.....	9,900 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles
Camden county, Camden city.....	1.250
Stockton township.....	5.440
Burlington county, Cinnaminson township.....	3.550
Delran township.....	2.240
Beverly township.....	2.580
Burlington township.....	2.840
Burlington city.....	2 780
Florence township.....	2.540
Mansfield township.....	1.870
Bordentown township.....	4.980
Mercer county, Hamilton township.....	3.440
Washington township.....	4.460
East Windsor township.....	3.800
Middlesex county, Cranbury township.....	3.740
Monroe township.....	4.300
East Brunswick township.....	4.460
Madison township.....	2.840
Sayreville township.....	4.200
South Amboy township.....	.830
Total miles.....	<u>61.140</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Camden City, County of Camden.*

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width and depot grounds, 42.40 acres.....	\$839,200 00
Sidings outside main stem, 62,489 feet.....	69,988 00
Reading room.....	8,000 00
Signal tower and contents, Haddon avenue.....	4,000 00
Four transfer platforms	5,000 00
Milk platform and shed.	1,500 00
House for steam heater and heater.....	220 00
Platforms and long pier.....	10,000 00
Oil house	125 00
Four stand pipes....	1,000 00
Ship carpenter shop	200 00
Coaling station and elevator.....	7,000 00
Retail coal trestle.	5,000 00
Three switch houses.....	150 00
Fence, houses and gates, Bridge avenue.....	5,000 00
Gates, Haddon avenue.....	400 00
Gates, Federal street.....	600 00
Three watch houses.	150 00
Machine shop and annex.	4,000 00
New car float, bridge and shed.....	16,000 00
Car float office.....	300 00
Engine house.....	11,000 00
Sand house.....	150 00
Store house	2,000 00
Coal trestle for shipping cars, including pockets and wharf.....	25 000 00
Freight office, shed and platform.....	8,000 00
Two turn tables.....	4,000 00
Telegraph and fixtures.....	812 00
Mule stable	80 00
Stevodore's shelter	75 00
Coal shed near machine shop.....	450 00
Ash house.....	100 00
Tool house and carpenter shop.....	350 00
Watch house, Second street.....	60 00
Total value.....	\$519,890 00
Local tax rate, \$2.65.	
Tax for taxing district.....	\$5,198 90
State tax.....	2,596 95

Taxing District of Stockton Township, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 19.12 acres.....	\$2,868 00
Land outside main stem, Cooper estate.....	6,000 00
Switch house.....	25 00
Telegraph and fixtures.....	282 00
Tool house.....	140 00
Freight and transfer shed, Pavonia.....	2,500 00
Watch house, State street.....	50 00
House for platform men.....	75 00
Total value.....	<u>\$11,940 00</u>

Local tax rate, \$1.00.

Tax for taxing district.....	\$119 40
State tax.....	59 70

Taxing District of Cinnaminson Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, .12 acre.....	\$18 00
Freight station, Riverton.....	900 00
Freight station, Palmyra.....	175 00
Tool house at Taylor's.....	80 00
Telegraph and fixtures.....	196 00
Total value.....	<u>\$1 869 00</u>

Local tax rate, \$0.88.

Tax for taxing district.....	\$12 05
State tax.....	6 85

Taxing District of Delran Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, .18 acre.....	\$27 00
Freight station, Riverside.....	800 00
Telegraph and fixtures.....	112 00
Total value.....	<u>\$939 00</u>

Local tax rate, \$1.00.

Tax for taxing district..... \$9 89

State tax..... 4 69

Taxing District of Beverly Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 4.26 acres.....	\$1,278 00
Freight station, Delanco.....	500 00
Tool house, Delanco.....	100 00
Freight station, Beverly.....	900 00
Tool house, Beverly.....	40 00
Trestle, Beverly.....	1,100 00
Platform, oil cloth works.....	80 00
Platform, rope-walk.....	180 00
Freight station, Edgewater Park.....	400 00
Telegraph and fixtures.....	202 00
Total value.....	<u>\$4,780 00</u>

Local tax rate, \$1.82.

Tax for taxing district..... \$47 80

State tax..... 23 65

Taxing District of Burlington Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, .18 acre.....	\$18 00
Freight station, Stevens.....	900 00
Telegraph and fixtures.....	202 00
Total value.....	<u>\$1,120 00</u>

Local tax rate, \$1.10.

Tax for taxing district..... \$11 20

State Tax..... 5 60

Taxing District of Burlington City, [Burlington Township,] County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, 9.41 acres.....	\$9,410 00
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302 PENNSYLVANIA RAILROAD SYSTEM.

Freight station, Burlington.....	\$1,700 00
Engine house.....	400 00
Tool house.....	80 00
Water stations.....	1,800 00
Telegraph and fixtures	178 00
Total value.....	\$18,868 00

Local tax rate, \$1.70.	
Tax for taxing district.....	\$188 68
State tax.....	66 82

Taxing District of Florence Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess at Florence Foundry, 5.19 acres.....	\$519 00
Track, branch to Florence Foundry, 11,180 feet.....	12,248 00
Track, sidings outside main stem, 1,991 feet.....	2,190 00
Freight station at Florence.....	700 00
Store house.....	100 00
Coal trestle.....	150 00
Telegraph and fixtures.....	192 00
Total value.....	\$16,094 00

Local tax rate, \$0.91.	
Tax for taxing district.....	\$146 45
State tax.....	80 47

Taxing District of Mansfield Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 211 feet.....	\$211 00
Freight station, Kinkora.....	250 00
Telegraph and fixtures.....	82 00
Total value.....	\$543 00

Local tax rate, \$0.80.	
Tax for taxing district.....	\$4 84
State tax.....	2 71

Taxing District of Bordentown Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 7.869 acres.....	\$1,185 00
Sidings outside main stem, 623 feet.....	623 00
Store house and carpenter shop.	6,000 00
Carpenter shop.....	2,000 00
Machine shop, No. 1.....	5,000 00
Machine shop, No. 2.....	2,000 00
Machine shop, No. 3.....	1,000 00
Store house.....	2,400 00
Telegraph and fixtures.....	88 00
Telegraph office, Bordentown borough.....	150 00
Freight station (brick) Bordentown borough.....	2,000 00
Oil house (frame), Bordentown borough.....	60 00
Sidings outside main stem, Bordentown borough, 438 feet.....	438 00
Land outside main stem, Bordentown borough, 1.25 acre.....	1,250 00
Telegraph and fixtures.....	91 00
Land outside main stem, Fieldsborough borough, 2.20 acres.....	830 00
Paint shop.....	1,600 00
Telegraph office.....	100 00
Telegraph and fixtures	40 00
Main street offices, Bordentown borough.....	1,250 00
Total value.....	<u>\$27,600 00</u>
Local tax rate, \$1.10.	
Tax for taxing district.....	\$276 00
State tax	188 00

Taxing District of Hamilton Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, .59 acre.....	\$80 00
Freight station and platform, Yardville.....	1,500 00
Coal trestle, Yardville.....	400 00
Brick tool house.....	400 00
Telegraph and fixtures.....	170 00
Total value.....	<u>\$2 550 00</u>
Local tax rate, \$0.70.	
Tax for taxing district.....	\$17 85
State tax	12 75

Taxing District of Washington Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 4.25 acres.....	\$320 00
Freight station, Windsor.....	900 00
Coal trestle.....	600 00
Freight station.....	800 00
Tool house.....	60 00
Water tank and engine.....	1,400 00
Telegraph and fixtures.....	172 00
Total value.....	<u>\$3,652 00</u>

Local tax rate, @0.70.

Tax for taxing district..... \$25 56

State tax..... 18 26

Taxing District of East Windsor Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, .86 acre.....	\$27 00
Telegraph and fixtures.....	102 00
Sidings outside main stem, Hightstown, 248 feet.....	248 00
Coal trestle, Hightstown.....	1,500 00
Freight station, Hightstown.....	1,500 00
Telegraph and fixtures, Hightstown.....	104 00
Total value.....	<u>\$3,481 00</u>

Local tax rate, @0.82.

Tax for taxing district..... \$28 54

State tax..... 17 40

Taxing District of Cranbury Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, .68 acre.....	\$68 00
Freight station.....	700 00
Telegraph and fixtures.....	122 00
Coal trestle.....	240 00
Total value.....	<u>\$1,180 00</u>

Local tax rate, \$1.05.	
Tax for taxing district.....	\$11 80
State tax.....	5 65

Taxing District of Monroe Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.79 acres.....	\$660 00
Sidings outside main stem, 612 feet.....	612 00
Freight station at Jamesburg.....	2,500 00
Telegraph office.....	100 00
Telegraph and fixtures.....	176 00
Switch house.....	50 00
Tool house.....	90 00
Coal trestle.....	500 00
Freight station, Prospect Plains.....	500 00
Total value.....	\$5,188 00
Local tax rate, \$1.12.	
Tax for taxing district.....	\$51 88
State tax.....	25 94

Taxing District of East Brunswick Township, County of Middlesex.

Land outside main stem, excess width, 4.29 acres.....	\$215 00
Water station and engine.....	1,000 00
Freight station.....	800 00
Tool house.....	60 00
Freight station, Spottswood.....	800 00
Freight station.....	200 00
Telegraph and fixtures.....	152 00
Total value.....	\$2,727 00
Local tax rate, \$1.27.	
Tax for taxing district.....	\$27 27
State tax.....	18 68

Taxing District of Madison Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.68 acres.....	\$84 00
Telegraph and fixtures.....	98 00
Total value.....	\$177 00
Local tax rate, \$1.88.	
Tax for taxing district.....	\$1 77
State tax.....	89

Taxing District of Sayreville Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 2.50 acres.....	\$188 00
Sidings outside main stem, 6,758 feet.....	6,758 00
Telegraph office.....	100 00
Stocking grounds and trestle, 782 feet.....	10,000 00
Telegraph and fixtures.....	61 00
Total value.....	\$17,102 00
Local tax rate, \$1.58.	
Tax for taxing district.....	\$171 02
State tax.....	85 51

Taxing District of South Amboy Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 97.219 acres.....	\$29,168 00
Sidings outside main stem, 106,498 feet.....	106,498 00
Freight station.....	250 00
Old freight station.....	1,500 00
Old freight office.....	400 00
Engine house (brick).....	6,000 00
Oil house (brick).....	1,000 00
Shop and store house.....	100,000 00
Three switch houses (frame).....	75 00
Boiler house.....	1,000 00
Iron shed.....	25 00
Charcoal house.....	30 00
Tank house.....	600 00

Bunk house.....	\$700 00
Sand house.....	400 00
Coal station and trestle.....	3,000 00
Ship carpenter's shop.....	450 00
Ship carpenter's shop.....	1,500 00
Gas coal pier and trestle.....	150,000 00
Lehigh pier and trestle.....	82,500 00
Wyoming pier and trestle.....	60,000 00
Stocking pier and trestle.....	80,000 00
Westmoreland office.....	200 00
Inspector's office.....	200 00
Pennsylvania Gas Coal Company's office.....	200 00
Inspector's office.....	250 00
Lehigh Coal Company's office.....	200 00
Inspectors' office.....	150 00
Office Wyoming pier.....	500 00
Car repairing shop.....	4,000 00
Office, car repairing shop.....	250 00
Blacksmith shop.....	400 00
Engine room (brick).....	3,000 00
Turn table, 54 feet diameter.....	2,000 00
Barn opposite passenger station.....	400 00
Scale house and scales, No. 1.....	250 00
Scale house and scales, No. 2.....	250 00
Scale house and scales, No. 3.....	250 00
Scale house and scales, No. 4.....	250 00
Graduation outside main stem.....	30,000 00
Ice house.....	600 00
Stand pipe.....	250 00
Old station and shed.....	780 00
Terminal agent's office.....	250 00
Telegraph and fixtures.....	154 00
Total value.....	<u>\$619,875 00</u>

Local tax rate, \$2.06.

Tax for taxing district..... \$6,198 75

State tax..... 3,099 38

[BORDENTOWN TO TRENTON.]

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	6 080 miles-
Value of main stem in New Jersey.....	\$140,421 00
State tax.....	702 10

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Burlington county, Bordentown township.....	.420
Mercer county, Hamilton township.....	4 281
Chambersburg borough.....	1.429
Total miles.....	6.080

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Bordentown Township, County of Burlington.*

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.58 acres.....	\$1,580 00
Sidings outside main stem, 259 feet.....	284 00
Engine house No. 1.....	12,240 00
Engine house No. 2.....	1,320 00
Telegraph and fixtures.....	90 00
Total value.....	\$15,514 00

Local tax rate, \$1.10.

Tax for taxing district..... \$155 14

State tax..... 77 57

Taxing District of Hamilton Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, 20.62 acres.....	\$2,062 00
Telegraph and fixtures.....	400 00
Total value.....	2,462 00

Local tax rate, \$0.70.

Tax for taxing district..... \$17 23

State tax..... 12 81

Taxing District of Chambersburg Borough, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.046 acres.....	\$12,000 00
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UNITED N. J. R. R. AND C. CO.

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Land outside main stem, 2,870 acres.....	\$2,870 00
Crossing gates.....	480 00
Telegraph and fixtures	165 00
Total value.....	<u>\$15,515 00</u>

Local tax rate, \$1.50.

Tax for taxing district..... 155 15

State tax..... 77 57

[JAMESBURG TO MONMOUTH JUNCTION.]

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey..... 5.520 miles.

Value of main stem in New Jersey..... \$111,415 00

State tax..... 557 08

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Middlesex county, South Brunswick.....	4.180
Monroe township.....	1.340
Total miles	<u>5.520</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.*Taxing District of South Brunswick Township, County of Middlesex.*

DESCRIPTION OF PROPERTY

Sidings outside main stem, 1,964 feet.....	\$2,160 00
Turn table.....	100 00
Telegraph and fixtures.....	875 00
Total value.....	<u>\$2,685 00</u>

Local tax rate, \$1.28.

Tax for taxing district..... \$20 35

State tax 18 18

Taxing District of Monroe Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.41 acres.....	\$680 00
Tool house.....	100 00
Telegraph and fixtures.....	105 00
Total value.....	<u>\$885 00</u>
Local tax rate, \$1.12.	
Tax for taxing district.....	\$8 35
State tax.....	4 17

[DELAWARE AND RARITAN CANAL.]

VALUATION AND ASSESSMENT OF WATERWAY FOR THE YEAR 1886.

Length of waterway in New Jersey.....	47.084 miles.
Value of waterway in New Jersey.....	\$3,100,000 00
State tax.....	15,500 00

LENGTH OF WATERWAY IN TAXING DISTRICTS.

	Miles.
Mercer county, Hamilton township.....	4.856
Chambersburg borough.....	1.882
Trenton city.....	1.780
Millham township.....	1.750
Ewing township.....	.400
Lawrence township.....	6.866
Princeton township.....	8.000
West Windsor township.....	8.000
Middlesex county, South Brunswick township.....	2.000
New Brunswick city.....	1.100
Somerset county, Franklin township.....	<u>22.000</u>
	47.084

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
WATERWAY, FOR THE YEAR 1886.*Taxing District of Bordentown Township, County of Burlington.*

DESCRIPTION OF PROPERTY.

Solid wharfing, 571 feet.....	\$2,506 00
Pile pier, 423 feet.....	1,269 00
Total value.....	<u>\$3,775 00</u>

Local tax rate, \$1.10.

Tax for taxing district..... \$87 75

State tax..... 18 88

Taxing district of Hamilton Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Solid wharfing, 897 feet.....	\$8,988 00
Pile pier, 814 feet.....	1,256 00
Four engine houses and engines.....	24,000 00
Telegraph wire, 9.75 miles.....	194 00
Telegraph instruments.....	30 00
Land, 24.50 acres.....	2,450 00
Weir and sluice.....	4,090 00
Collector's office (brick).....	2,000 00
Frame lock house (engineers).....	1,000 00
Frame lock house, No. 1.....	1,000 00
Frame lock house, No. 2.....	675 00
House, Lalor street.....	1,200 00
Total value.....	<u>\$41,748 00</u>

Local tax rate, \$0.70.

Tax for taxing district..... \$292 20

State tax..... 208 71

Taxing District of Chambersburg Borough, County of Mercer.

DESCRIPTION OF PROPERTY.

Engine house and lock No. 6.....	\$6,000 00
Telegraph wire, 1.25 miles.....	34 00
Total value.....	<u>\$6,034 00</u>

312 PENNSYLVANIA RAILROAD SYSTEM.

Local tax rate, \$1.50.

Tax for taxing district..... \$60 34

State tax..... 30 17

Taxing District of Trenton City, County of Mercer.

DESCRIPTION OF PROPERTY.

Land, 5.50 acres.....	\$11,000 00
Frame lock house.....	1,000 00
Land, 3.50 acres.....	7,000 00
Basin, Taylor street.....	3,000 00
Frame lock house.....	1,000 00
Frame carpenter shop.....	3,000 00
Frame bridge house.....	1,000 00
Engine house and engine.....	6,000 00
Telegraph wire, 1.25 miles.....	19 00
Land.....	6,500 00
Brick lock house.....	1,000 00
Collector's office (frame).....	200 00
Land, 2.75 acres.....	5,500 00
Basins and two slips.....	2,500 00
Brick barn.....	1,000 00
Frame carpenter shop.....	1,200 00
Telegraph and fixtures.....	12 00
Total value.....	<u>\$50,931 00</u>

Local tax rate, \$1.65.

Tax for taxing district..... \$509 81

State tax..... 254 86

Taxing District of Millham Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land, 4.00 acres.....	\$2,000 00
Basin.....	1,500 00
Frame sheds.....	1,000 00
Bridge house.....	1,000 00
Total value.....	<u>\$5,500 00</u>

Local tax rate, \$1.20½.

Tax for taxing district..... \$55 00

State tax..... 27 50

Taxing District of Lawrence Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land, 64.00 acres.....	\$12,800 00
Basin (Baker's).....	1,500 00
Six frame bridge houses.....	8,400 00
Telegraph wires.....	15 00
Total value.....	<u>\$17,715 00</u>

Local tax rate, \$0.72.

Tax for taxing district..... \$127 55

State tax..... 88 57

Taxing District of Princeton Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land, 80.00 acres.....	\$4,500 00
Frame house.....	600 00
Total value.....	<u>\$5,100 00</u>

Local tax rate, \$0.98.

Tax for taxing district..... \$47 48

State tax..... 25 50

Taxing District of West Windsor Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land, 4.25 acres.....	\$425 00
Two frame houses.....	1,200 00
Telegraph wire.....	68 00
Total value.....	<u>\$1,693 00</u>

Local tax rate, \$0.64.

Tax for taxing district..... \$10 88

State tax..... 8 47

Taxing District of South Brunswick Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land, 8.50 acres.....	\$850 00
Sluice.....	8,000 00
Basin at Kingston.....	8,000 00
Frame house.....	200 00
Engine house and engine.....	6,000 00
Stone house, Lock No. 8.....	800 00
Telegraph wire.....	240 00
Telegraph poles, &c.....	450 00
Total value.....	<u>\$18,540 00</u>
Local tax rate, \$1.28.	
Tax for taxing district.....	\$185 40
State tax.....	67 70

Taxing district of New Brunswick City, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land, 2.25 acres.....	\$675 00
Engine house and engine.....	6,000 00
Frame bridge house.....	600 00
Frame store and wagon house, Lock No. 18.....	600 00
Frame barn, Lock No. 18.....	600 00
Frame barn, Lock No. 18.....	500 00
Telegraph wire, 2.75 miles.....	42 00
Telegraph poles, 1.00 mile.....	150 00
Wharfing.....	23,400 00
Telegraph wire.....	8 00
Wharfing.....	18,100 00
Engine house and engine.....	6,000 00
Telegraph wire, .50 mile.....	8 00
Telegraph instruments	14 00
Land, 8.00 acres.....	900 00
Water lot.....	500 00
Frame house, Lock No. 14.....	1,000 00
Collector's office (frame) steam towing.....	600 00
Collector's office (brick) steam towing.....	1,700 00
Telegraph wire 7.00 miles.....	105 00
Telegraph poles.....	100 00
Total value.....	<u>\$61,602 00</u>

Local tax rate, \$4.14.	
Tax for taxing district.....	\$618 02
State tax.....	808 01

Taxing District of Franklin Township, County of Somerset.

DESCRIPTION OF PROPERTY.

Land, 188.75 acres.....	\$9,562 50
Eight weirs.....	1,400 00
Two sluices.....	3,000 00
Sluice gate.....	1,200 00
Guard wall.....	150 00
Basin at Millstone.....	4,000 00
Raritan river dam.....	15,000 00
Four engine houses and engines.....	24,000 00
Stone bridge house, Rocky Hill.....	600 00
Stone bridge house, Griggstown.....	600 00
Stone bridge house, Blackwells.....	400 00
Stone bridge house, Millstone.....	600 00
Stone bridge house, Weston.....	600 00
Stone bridge house, Farmers.....	500 00
Stone bridge house, Farmers.....	450 00
Frame bridge house, Farmers.....	450 00
Stone house, Lock No. 11.....	500 00
Frame bridge house, Bound Brook.....	800 00
Three frame store houses at Quarry and Griggstown.....	150 00
Three frame houses, Locks No. 9, 10 and 12.....	8,000 00
Telegraph wire, 19.00 miles.....	285 00
Telegraph poles, 9.50 miles.....	1,000 00
Total value.....	\$68,247 50

Local tax rate, \$0.86.	
Tax for taxing district.....	\$586 92
State tax.....	841 24

Taxing District of Bayonne City, County of Hudson.

DESCRIPTION OF PROPERTY.

Water front, 1,200 feet.....	\$15,000 00
Total value.....	\$15,000 00

816 PENNSYLVANIA RAILROAD SYSTEM.

Local tax rate, \$2.82.	
Tax for taxing district.....	\$150 00
State tax.....	75 00

[DELAWARE AND RARITAN CANAL FEEDER.]

VALUATION AND ASSESSMENT OF WATERWAY FOR THE YEAR 1886.

Length of waterway in New Jersey.....	22.853 miles.
Value of waterway in New Jersey.....	\$950,000 00
State tax.....	4,750 00

LENGTH OF WATERWAY IN TAXING DISTRICTS.

	Miles
Hunterdon county, Delaware township.....	6.460
Lambertville township.....	1 608
West Amwell township.....	1.500
Mercer county, Hopewell township.....	6.516
Ewing township.....	4.959
Trenton city.....	1.811
	<u>22.853</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN WATERWAY, FOR THE YEAR 1886.

Taxing District of Delaware Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Tool house.....	\$50 00
Land, 8 00 acres.....	210 00
One-half Delaware river dam.....	7,000 00
Total value.....	<u>\$7,260 00</u>

Local tax rate, \$1.01.	
Tax for taxing district.....	\$72 60
State tax.....	38 80

Taxing District of Lambertville, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Tool house.....	\$150 00
Frame barn.....	400 00

Land in Third ward, 2.125 acres.....	\$1,275 00
Land in Second ward, .125 acre.....	75 00
Frame store house.....	600 00
Land in First ward.....	8,770 00
Feed gates.....	3,000 00
Frame carpenter shop.....	250 00
Two frame sheds.....	2,000 00
Frame store house.....	100 00
Collector's office (brick).....	500 00
Stone lock house.....	700 00
Frame lock house.....	800 00
One-half Well's Fall's dam.....	5,000 00
Total value.....	<u>\$28,120 00</u>

Local tax rate, \$1.15.

Tax for taxing district..... \$281 20

State tax..... 115 60

Taxing District of Hopewell Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Five bridge houses.....	\$1,600 00
Land, 1.00 acre.....	65 00
Total value.....	<u>\$1,665 00</u>

Local tax rate, \$0.64.

Tax for taxing district..... \$10 02

State tax..... 7 82

Taxing district of Ewing Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land, 1.00 acre.....	\$125 00
Seven bridge houses.....	4,000 00
Two bridge houses.....	1,200 00
Total value.....	<u>\$5,825 00</u>

Local tax rate, \$0.76.

Tax for taxing district..... \$40 47

State tax..... 26 68

318 PENNSYLVANIA RAILROAD SYSTEM.

Taxing District of Trenton City, County of Mercer.

DESCRIPTION OF PROPERTY.

Four bridge houses.....	\$2,800 00
Total value.....	\$2,800 00
Local tax rate, \$1.65.	
Tax for taxing district.....	\$28 00
State tax.....	14 00

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the United New Jersey Railroad and Canal Company, except for real estate used for railroad and canal purposes, other than main stem and waterway.....	\$81,661,122 00
Assessed valuation of real estate used for railroad and canal purposes, other than main stem and waterway.....	6,944,555 90
Aggregate assessed valuation.....	\$88,605,677 90

TAX.

Tax for State uses on aggregate assessed valuation as above	193,028 89
Tax for uses of taxing districts on real estate used for railroad and canal purposes, other than main stem and waterway.....	68,990 29
Total tax.....	\$262,018 68

VINCENTOWN BRANCH RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	2.798 miles.
Value of main stem in New Jersey.....	\$84,000 00
State tax.....	170 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Burlington county, Southampton township.....	2.798

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Southampton Township, County of Burlington.*

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.17 acres.....	\$840 00
Sidings outside main stem, 882 feet.....	661 00
Engine house and pump—Vincentown.....	780 00
Water station.....	100 00
Telegraph and fixtures.....	98 00
Total value.....	<u>\$2,424 00</u>
Local tax rate, \$1.00.	
Tax for taxing district.....	\$24 24
State tax.....	12 12

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Vincentown Branch Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$86,150 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	2,424 00
Aggregate assessed valuation.....	<u>\$88,574 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$192 87
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	24 24
Total tax.....	<u>\$217 11</u>

WEST JERSEY RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	118.844 miles.
Value of main stem in New Jersey.....	\$1,770,000 00
State tax.....	8,850 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Camden to Bridgeton—	
Camden county, Camden city.....	2.581
Gloucester city.....	1.519
Centre township.....	.672
Gloucester county, West Deptford township.....	1.879
Deptford township.....	4.824
Woodbury city.....	1.866
Mantua township.....	4.098
Glassboro township.....	8.198
Clayton township.....	8.400
Salem county, Upper Pittsgrove township.....	2.029
Pittsgrove township.....	5.675
Cumberland county, Deerfield township.....	5.160
Bridgeton city.....	1.682
Glassboro to Cape May—	
Gloucester county, Glassboro township.....	1.981
Clayton township.....	2.650
Franklin township.....	7.895
Cumberland county, Landis township.....	7.457
Millville city.....	5.328
Maurice River township.....	10.906
Cape May county, Dennis township.....	9.976
Middle township.....	11.286
Lower township.....	5.264
West Cape May borough.....	.658
Cape May city.....	.465

322 PENNSYLVANIA RAILROAD SYSTEM.

Ocean City branch—

Cape May county, Upper township.....	7.280
Dennis township.....	8.770
Total miles.....	118.844

[CAMDEN TO BRIDGETON.]

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.

Taxing District of Camden City, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess, 1.25 acres.....	\$8,650 00
Land outside main stem, excess, .80 acre.....	2,400 00
Land outside main stem, Cooper estate, .22 acre.....	500 00
General office (brick).....	10,000 00
Crossing gates.....	500 00
Telegraph and fixtures.....	888 00
Total value.....	\$17,888 00

Local tax rate, \$2.65.

Tax for taxing district.....	\$178 88
State tax.....	86 92

Taxing District of Gloucester City, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, 2.50 acres.....	\$250 00
Freight house.....	15 00
Telegraph and fixtures.....	127 00
Total value.....	\$392 00

Local tax rate, \$2.07.

Tax for taxing district.....	\$8 92
State tax.....	1 96

Taxing District of Centre Township, County of Camden.

DESCRIPTION OF PROPERTY.

Telegraph and fixtures.....	\$80 00
Total value.....	60 00
Local tax rate, \$1.00.	
Tax for taxing district.....	\$0.60
State tax.....	0.80

Taxing District of West Deptford Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Land outside main stem, 5.20 acres.....	\$482 00
Sidings outside main stem, 1,584 feet.....	1,742 00
Tool house, Westville.....	200 00
Telegraph and fixtures.....	107 00
Total value.....	\$2,481 00
Local tax rate, \$0.90.	
Tax for taxing district.....	\$22 88
State tax.....	12 40

Taxing District of Deptford Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Land outside main stem, 2.50 acres.....	\$225 00
Freight house.....	175 00
Telegraph and fixtures.....	107 00
Total value.....	\$507 00
Local tax rate, \$0.89.	
Tax for taxing district.....	\$4 51
State tax.....	2 58

Taxing District of Woodbury City, County of Gloucester.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.80 acres.....	\$1,650 00
Freight house.....	700 00
Water station.....	400 00
Engine house.....	500 00
Turn table.....	500 00
Tool house.....	50 00
Flag house.....	20 00
Crossing gates.....	250 00
Telegraph and fixtures.....	107 00
Total value.....	<u>\$4,177 00</u>

Local tax rate, \$1.38.

Tax for taxing district..... \$41 77

State tax..... 20 88

Taxing District of Mantua Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Land outside main stem, 5.90 acres.....	\$354 00
Sidings outside main stem, 1214 feet.....	1,886 00
Telegraph and fixtures.....	168 00
Total value.....	<u>\$1,868 00</u>

Local tax rate, \$0.86.

Tax for taxing district..... \$15 94

State tax..... 9 28

Taxing District of Glassboro Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.50 acres.....	\$688 00
Freight house.....	200 00
Engine house.....	1,200 00
Tool house.....	100 00
Stock pen.....	50 00

WEST JERSEY RAILROAD CO.

325

Water station.....	\$350 00
Telegraph and fixtures.....	198 00
Total value.....	<u>\$2,781 00</u>

Local tax rate, \$1.05½.

Tax for taxing district.....	\$27 81
State tax.....	13 65

Taxing District of Upper Pittsgrove Township, County of Salem.

DESCRIPTION OF PROPERTY.

Land outside main stem, .60 acre.....	\$36 00
Total value.....	<u>\$36 00</u>

Local tax rate, \$0.76.

Tax for taxing district.....	\$0 27
State tax.....	18

Taxing District of Pittsgrove Township, County of Salem

DESCRIPTION OF PROPERTY

Land outside main stem, 8.70 acres.....	\$185 00
Sidings outside main stem, 422 feet.....	465 00
Horse shed.....	50 00
Total value.....	<u>\$700 00</u>

Local tax rate, \$1.06.

Tax for taxing district.....	\$7 00
State tax.....	3 50

Taxing District of Deerfield Township, County of Cumberland.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.40 acres.....	\$153 00
Horse shed	50 00
Telegraph and fixtures.....	20 00
Total value.....	<u>\$223 00</u>

326 PENNSYLVANIA RAILROAD SYSTEM.

Local tax rate, \$0.78.

Tax for taxing district.....	\$1 74
State tax.....	1 12

Taxing District of Bridgeton City, County of Cumberland.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.00 acres.....	\$800 00
Sidings outside main stem, 1,494 feet.....	1,644 00
Water station.....	100 00
Tool house.....	10 00
Turn table.....	400 00
Coal trestle.....	525 00
Engine house.....	500 00
Telegraph and fixtures.....	20 00
Total value.....	\$8,799 00

Local tax rate, \$1.60.

Tax for taxing district.....	\$87 99
State tax.....	18 99

[GLASSBORO TO CAPE MAY.]

Taxing District of Glassboro Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 280 feet.....	\$308 00
Telegraph and fixtures.....	24 00
Total value.....	\$332 00

Local tax rate, \$1.05½.

Tax for taxing district.....	\$3 32
State tax.....	1 66

Taxing District of Clayton Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.70 acre.....	\$85 00
Land outside main stem, 1.80 acres.....	180 00

WEST JERSEY RAILROAD CO.

327

Stock pen.....	\$10 00
Telegraph and fixtures.....	98 00
Total value.....	\$828 00

Local tax rate, \$1.85.	
Tax for taxing district.....	\$8 28
State tax.....	1 62

Taxing District of Franklin Township County of Gloucester.

DESCRIPTION OF PROPERTY.

Land outside main stem, .50 acres.....	\$18 00
Water station.....	150 00
Water station in track.....	800 00
Telegraph and fixtures.....	817 00
Total value.....	\$785 00

Local tax rate, \$0.74.	
Tax for taxing district.....	\$5 81
State tax.....	8 92

Taxing District of Landis Township, County of Cumberland.

DESCRIPTION OF PROPERTY.

Tool house.....	\$15 00
Freight house.....	850 00
Telegraph and fixtures.....	20 00
Total value.....	\$885 00

Local tax rate, \$1.08.	
Tax for taxing district.....	\$8 86
State tax.....	1 98

Taxing District of Millville City, County of Cumberland.

DESCRIPTION OF PROPERTY.

Land outside main stem, 6.20 acres	\$1,240 00
Sidings outside main stem, 3,590 feet.....	8,949 00

Freight house.....	\$3,500 00
Tool house.....	25 00
Engine house.....	600 00
Water station.....	450 00
Turn table.....	500 00
Telegraph and fixtures.....	40 00
Total value.....	\$10,804 00
Local tax rate, \$1.75.	
Tax for taxing district.....	\$108 04
State tax.....	51 52

*Taxing District of Maurice River Township, County of
Cumberland.*

DESCRIPTION OF PROPERTY.

Land outside main stem, 10.00 acres.....	\$450 00
Sidings outside main stem, 817 feet.....	348 00
Telegraph.....	40 00
Total value.....	\$838 00
Local tax rate, \$0.70.	
Tax for taxing district.....	\$5 87
State tax.....	4 19

Taxing District of Dennis Township, County of Cape May.

DESCRIPTION OF PROPERTY.

Land outside main stem, 18.00 acres.....	\$260 00
Tool house.....	20 00
Water station.....	650 00
Water station.....	450 00
Telegraph and fixtures.....	60 00
Total value.....	\$1,440 00
Local tax rate, \$1.38.	
Tax for taxing district.....	14 40
State tax.....	7 20

Taxing District of Middle Township, County of Cape May.

DESCRIPTION OF PROPERTY.

Land outside main stem, 6.00 acres.....	\$150 00
Water station.....	600 00
Tool house.....	20 00
Telegraph and fixtures.....	20 00
Total value.....	<u>\$790 00</u>

Local tax, \$0.70.

Tax for taxing district..... \$5 58

State tax..... 8 95

Taxing District of Lower Township, County of Cape May.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.90 acres.....	\$86 00
Total value.....	<u>\$86 00</u>

Local tax rate, \$1.28.

Tax for taxing district..... \$0 86

State tax..... 48

Taxing District of Cape May City, County of Cape May.

DESCRIPTION OF PROPERTY.

Land outside main stem, 26.00 acres.....	\$19,600 00
Sidings outside main stem, 10,122 feet.....	11,184 00
Engine house.....	600 00
Water station.....	800 00
Turn table.....	500 00
Telegraph and fixtures.....	40 00
Total value.....	<u>\$32,074 00</u>

Local tax rate, \$2.00.

Tax for taxing district..... \$320 74

State tax..... 160 87

[OCEAN CITY BRANCH.]

Taxing District of Upper Township, County of Cape May.

DESCRIPTION OF PROPERTY.

Land outside main stem, 7 3/4 acres.....	\$1,468 00
Water station.....	400 00
Freight station.....	500 00
Engine house.....	500 00
Coal platform.....	50 00
Telegraph and fixtures.....	692 00
Total value.....	\$3,610 00
Local tax rate, \$1.24.	
Tax for taxing district.....	\$86 10
State tax.....	18 05

Taxing District of Dennis Township, County of Cape May.

DESCRIPTION OF PROPERTY.

Land outside main stem, 81.04 acres.....	\$7,946 00
Sidings outside main stem, 18,989 feet.....	15,833 00
Freight station.....	350 00
Tool house.....	25 00
Telegraph and fixtures.....	774 00
Total value.....	\$24,428 00
Local tax rate, \$1.38.	
Tax for taxing district.....	\$244 28
State tax.....	122 14

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

ROLLING STOCK—APPORTIONED.

Thirty locomotives.....	\$165,000 00
Three and three-tenths locomotives.....	19,800 00

WEST JERSEY RAILROAD CO.

331

Ten parlor cars.....	\$46,000 00
Sixty-three passenger cars.....	189,000 00
Fifteen and seven-tenths passenger cars.....	54,950 00
Seven and six-tenths baggage cars.....	12,160 00
Two excursion cars.....	4,000 00
Six-tenths express cars.....	960 00
One street car.....	300 00
Thirty-seven box cars.....	12,950 00
Two stock cars.....	600 00
Twenty-five gondola cars.....	7,500 00
Forty-nine flat cars.....	14,700 00
Twenty eight-wheel dump cars.....	6,000 00
Fifty-nine four-wheel dump cars.....	11,800 00
Seven cabin cars.....	2,800 00
Thirty-nine hand cars.....	1,560 00
39 hand trucks.....	780 00
Total valuation rolling stock.....	\$550,860 00

TOOLS, MATERIALS, &C.

Tools in shops.....	\$159 00
Tools, maintenance of way.....	3,221 00
Materials, maintenance of way.....	28,568 00
Office furniture.....	2,000 00
Total value tools, materials, &c.....	\$33,948 00

SUMMARY.

Rolling stock.....	\$550,860 00
Tools, materials, &c.....	33,948 00
	\$584,808 00
State tax.....	\$2,924 04

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the West Jersey Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$3,251,608 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	109,737 00
Aggregate assessed valuation.....	\$3,361,345 00

332 PENNSYLVANIA RAILROAD SYSTEM.

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$16,806 72
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	1,084 24
Total tax.....	<u>\$17,890 96</u>

WEST JERSEY AND ATLANTIC RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	41 593 miles.
Value of main stem in New Jersey.....	\$665,000 00
State tax	3,325 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Gloucester county, Franklin township.....	3.217
Atlantic county, Buena Vista township.....	6.820
Hamilton township.....	12.655
Egg Harbor township.....	11.404
Egg Harbor township (Somers Point Branch).....	7.000
Atlantic City.....	.996
Total miles.....	41.593

NOTE—Newfield to Atlantic City, 84.593 miles ; Pleasantville to Somers Point, 7.000 miles.

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Franklin Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Land outside main stem, 5.00 acres.....	\$175 00
Sidings outside main stem, 950 feet.....	950 00
Tool house.....	15 00
Telegraph and fixtures.....	125 00
Total value.....	\$1,265 00

Local tax rate, \$0.74.

Tax for taxing district.....	\$9 36
State tax	6 32

Taxing District of Buena Vista Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem (Jones' estate) 4.59 acres.....	\$91 80
Tool house.....	25 00
Office at Deerton.....	40 00
Telegraph and fixtures....	326 00
Total value.....	\$482 80

Local tax rate, \$2.00.

Tax for taxing district.....	\$4 83
State Tax.....	2 41

Taxing District of Hamilton Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.10 acres.....	\$110 00
Water station, May's Landing.....	200 00
Tool house, May's Landing.....	100 00
Telegraph office.....	40 00
Telegraph and fixtures.....	643 00
Total value.....	\$1 093 00

Local tax rate, \$1.84.

Tax for taxing district.....	\$10 98
State tax	5 49

Taxing District of Egg Harbor Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.80 acres.....	\$880 00
Land outside main stem, gravel pit.....	1,200 00
Shed, Pleasantville.....	50 00
Freight house Pleasantville.....	75 00
Tool house, Pleasantville.....	25 00
Telegraph and fixtures.....	882 00

[SOMERS POINT BRANCH.]

Turn table, Somers Point.....	\$300 00
Engine house, Somers Point	100 00
Water station, Somers Point.....	175 00
Telegraph and fixtures.....	440 00
Total value.....	<u>\$3,627 00</u>

Local tax rate, \$1.65.	
Tax for taxing district.....	\$36 27
State tax.....	18 18

Taxing District of Atlantic City, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem, 6.80 acres.....	\$27,200 00
Sidings outside main stem, 6,378 feet.....	7 016 00
Shed and platform at passenger station.....	500 00
Freight station.....	500 00
Baggage room and shed.....	250 00
Engine house.....	1,000 00
Turn table.....	500 00
Water station.....	300 00
Coal platform.....	150 00
Excursion house.....	10,000 00
Tool house.....	25 00
Telegraph and fixtures.....	150 00
Total value.....	<u>\$47,591 00</u>

Local tax rate, \$2.00.	
Tax for taxing district.....	\$475 91
State tax.....	287 96

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the West Jersey and Atlantic Railroad Company, except for real estate used for railroad purposes, other than main stem...	\$816,600 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	54,068 80
Aggregate assessed valuation	<u>\$870,668 80</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$4,858 82
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	587 85
Total tax.	<u>\$4,890 67</u>

WOODSTOWN AND SWEDESBORO RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	11.177 miles.
Value of main stem in New Jersey.....	\$146,000 06
State tax.....	780 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Gloucester county, Woolwich township.....	4.170
Salem county, Pilesgrove township.....	4.877
Mannington township.....	1.810
Alloway township.....	820
	11.170

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Woolwich Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Land outside main stem, 2.00 acres.....	\$180 00
Sidings outside main stem, 686 feet.....	686 00
Stock pen and shed.....	150 00
Telegraph.....	807 00
Total value.....	\$1,278 00
Local tax rate, \$0.91.	
Tax for taxing district.....	\$11 58
State tax.....	6 86

Taxing District of Pilesgrove Township, County of Salem.

DESCRIPTION OF PROPERTY.

Land outside main stem, 2.50 acres.....	\$875 00
Land outside main stem, Woodstown, 1.75 acres.....	915 00
Sidings outside main stem, 370 feet.....	370 00
Tool house, Woodstown.....	100 00
Freight house, Woodstown.....	400 00
Horse shed, Woodstown.....	150 00
Stock pen, Woodstown.....	75 00
Telegraph and fixtures.....	363 00
Total value.....	\$2,748 00

Local tax rate, \$0.74.

Tax for taxing district.....	\$20 34
State tax.....	18 74

Taxing District of Mannington Township, County of Salem.

DESCRIPTION OF PROPERTY.

Telegraph and fixtures.....	91 00
Total value.....	\$91 00

Local tax rate, \$0.80.

Tax for taxing district.....	\$0.78
State tax.....	45

Taxing District of Alloway Township, County of Salem.

DESCRIPTION OF PROPERTY.

Telegraph and fixtures.....	76 00
Total value.....	\$76 00

Local tax rate, \$0.84.

Tax for taxing district.....	\$0 64
State tax.....	88

WOODSTOWN AND SWEDESBORO R. R. CO. 339

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Woodstown and Swedesboro Railroad Company, except for real estate used for railroad purposes, other than main stem...	\$151,590 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	4,188 00
Aggregate assessed valuation.....	\$155,778 00

TAX.

Tax for State uses on aggregate assessed valuation as above..	\$778 89
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	38 29
Total tax.....	\$812 18

PENNSYLVANIA RAILROAD COMPANY (LESSEE.)

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

ROLLING STOCK APPORTIONED.

Two hundred and sixty and one-tenth locomotives.....	\$1,788,680 00
Two hundred and forty and four-tenths passenger cars.....	841,400 00
Four-tenths dining car.....	8,200 00
Four parlor cars.....	84,660 00
Twenty-six and three-tenths emigrant and excursion cars.....	47 340 00
Twenty-two and one-tenth baggage cars.....	85,860 00
Three and seven-tenths postal cars.....	12,950 00
Nine and four-tenths express cars.....	13,160 00
One thousand and five hundred and seventy-six and seven-tenths freight cars (Pennsylvania Railroad).....	630,680 00
Forty-five and six-tenths freight cars (Empire Line).....	18,680 00
Seventy-one oil tank cars (Green Line).....	25,560 00
Seven cabin cars.....	2,450 00
Twelve tool cars.....	14 400 00
Six derrick cars.....	6,840 00
One derrick car (four wheels).....	280 00
One snow plow.....	250 00
Seventeen flat cars.....	5,100 00
Ninety-two dump cars.....	82,660 00
Two transfer cars.....	600 00
One hundred and six hand cars.....	4,240 00
One hundred and fifty-two hand trucks.....	3,040 00
	<u>\$8,496,580 00</u>

Floating Equipment.	Proportion of time in New Jersey.	Value.
Steamer Richard Stockton.....	100	\$30,000 00
Ferry boat Baltimore.....	50	65,000 00
Ferry boat Chicago.....	50	65,000 00
Ferry boat Hudson City.....	50	40,000 00
Ferry boat New Jersey.....	50	40,000 00
Ferry boat New Brunswick.....	50	37,500 00

Ferry boat Princeton.....	50	\$42,500 00
Ferry boat Jersey City.....	50	32,500 00
Ferry boat New York.....	50	32,500 00
Ferry boat John S. Darcy.....	50	15,000 00
Tug Delaware.....	50	17,500 00
Tug Harsimus.....	50	17,500 00
Tug Renova.....	50	16,500 00
Tug America.....	50	12,500 00
Tug Juniata.....	50	10,500 00
Tug Pennsylvania.....	50	9,500 00
Tug Columbia.....	50	9,000 00
Tug A. C. Sumner.....	25	4,000 00
Tug Linden.....	25	3,500 00
Tug Uncle Abe.....	25	4,000 00
Tug Jamesburg.....	66½	16,667 00
Tug Varuna.....	66½	10,000 00
Tug Willie Welch.....	66½	6,667 00
Steam lighter T. B. Watson.....	33½	6,000 00
Steam lighter Transit.....	33½	6,167 00
15 barges.....	33½	87,233 00
17 lighters.....	33½	19,575 00
Eight canal boats.....	50	6,175 00
Fifty car floats.....	33½	183 333 00
One dredger.....	100	2,000 00
Four dump scows.....	100	2,650 00
Two flat scows.....	100	300 00
One water boat.....	100	200 00

Delaware and Raritan Canal.

Tug Bordentown, \$18,000.....	100	18,000 00
Tug Amboy, \$24,000.....	72	17,280 00
Tug Raritan, \$30,000.....	70	21 000 00
Tug Blue Bonnet, \$27,000.....	72	19,440 00
Tug Young America, \$25,000.....	50	12,500 00
Tug Jessie, \$16,000.....	88	14,080 00
Tug Willie, \$15,000.....	65	9,750 00
Tug Winnie, \$17,000.....	65	11,050 00
Tug Clara, \$12,000.....	72	8,640 00
Tug Harry, \$8,000.....	55	4,400 00
Tug Relief, \$10,000.....	100	10,000 00
Tug John G. Stevens, \$2,800.....	100	2,800 00
Twelve schooners, \$24,900.....	33½	8,800 00
Twenty-four canal boats, \$58,475.....	33½	19,492 00
Thirty-two flat scows.....	100	8,705 00
Two dredgers.....	100	22,000 00
Ice breaker.....	100	200 00
		<hr/> \$958,604 00

TOOLS, MATERIALS, &c.

Tools in shops.....	\$204,505 00
Materials in shops.....	514,295 00
Tools, maintenance of way.....	26,720 00
Materials, maintenance of way.....	139,605 00
Office furniture.....	39,675 00

Delaware and Raritan Canal.

Tools and materials in shops.....	38,489 00
Office furniture.....	1,500 00
Total value tools, materials, &c.....	\$964,789 00

SUMMARY.

Rolling stock.....	\$3,496,530 00
Floating equipment.....	958,604 00
Tools, materials, &c.....	964,789 00
Total value.....	\$5,419,923 00
State tax.....	\$27,099 62

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1896.

VALUATION.

Assessed valuation of the Pennsylvania Railroad Company (lessee) except for real estate used for railroad purposes, other than main stem.....	\$5,419 923 00
Assessed valuation of real estate used for railroad purposes other than main stem.....	
Aggregate assessed valuation.....	\$5,419,923 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$27,099 62
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	
Total tax.....	\$27,099 62

PHILADELPHIA AND READING RAILROAD SYSTEM.

CAMDEN, GLOUCESTER AND MT. EPHRAIM RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	4.266 miles.
Value of main stem in New Jersey	\$80,000 00
State tax.....	800 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Camden county, Camden city.....	1.575
Gloucester City.....	1.145
Centre township.....	1.546
	<hr/> 4.266

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Camden City, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, corner Atlantic avenue and Third street, .877 acre	\$8,000 00
Sidings outside main stem (iron) .088 miles.....	174 00

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Frame engine house.....	\$500 00
Watch box.....	10 00
Water column.....	100 00
Freight office.....	100 00
Cattle pen.....	50 00
Total value.....	<u>\$8,984 00</u>
Local tax rate, \$2.65.	
Tax for taxing district.....	\$39 84
State tax.....	19 67

Taxing District of Gloucester City, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, between King and Willow streets, .202 acres.....	\$425 00
Sidings outside main stem (iron) .180 mile.....	950 00
Graduation outside main stem.....	277 00
Shed.....	10 00
Watch box.....	35 00
Total value.....	<u>\$1,697 00</u>
Local tax rate, \$2.07.	
Tax for taxing district.....	\$16 97
State tax.....	8 49

Taxing District of Centre Township, County of Camden.

DESCRIPTION OF PROPERTY.

Cattle guards.....	\$30 00
Freight platform.....	10 00
Total value.....	<u>\$40 00</u>
Local tax rate, \$1.00.	
Tax for taxing district.....	\$ 40
State tax.....	20

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Camden, Gloucester and Mt. Ephraim Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$68,600 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	5,871 00
Aggregate assessed valuation.....	<u>\$69,271 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	846 86
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	56 71
Total tax.....	<u>\$403 07</u>

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CENTRAL RAILROAD COMPANY OF NEW JERSEY (MAIN LINE.)

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	77.271 miles.
Value of main stem in New Jersey.....	\$9,139,227 00
State tax.....	45,696 13

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Jersey City.....	4 104
Bayonne city.	3.896
Bayonne city, (Port Johnson Spur).....	.775
Union county, Elizabeth city.....	4.488
Elizabeth city (Loop Line).....	2.980
Elizabeth city (Bay Way Ex).....	1.093
Union township.....	2 630
Cranford township.....	2 218
Westfield township.....	2.849
Fanwood township..	1.534
Plainfield city.....	4.210
Middlesex county, Piscataway township.....	4 484
Somerset county, Bridgewater township.....	9.115
Branchburg township.....	2.426
Hunterdon county, Readington township.....	4 588
Clinton township.....	4 750
High Bridge township.....	8 984
Lebanon township.....	2 286
Bethlehem township.....	8 248
Warren county, Greenwich township.....	1.784
Pohatcong township.	8 203
Lopatcong township.....	.781
Phillipsburg township.....	1.896
	77.221

CENTRAL RAILROAD CO. OF NEW JERSEY. 347

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Jersey City, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem—

Terminal yard at Jersey City, between exterior line for solid filling and a point about 160 feet west of west line of Van Vorst street, produced exclusive of main stem, 51.421 acres.....	\$2,056,840 00
Terminal yard at Jersey City, between a line about 160 feet west of Van Vorst street, produced, and centre line of Jersey avenue produced, 98.802 acres.....	1,729 035 00
Excess width in Block 452, 92,900 feet.....	37,180 00
Excess width in Block 457, 128,800 feet.....	49,520 00
Branch between Central Railroad and National Docks Railway, 58,500 feet.....	8,560 00
Greenville depot grounds, 15,000 feet.....	2,000 00

Track outside main stem—

Steel track, (in gravel), 56,929 feet.....	68,760 00
Iron track (in gravel), 38 314 feet.....	38,314 00
Iron track, (on piers), 14 520 feet.....	7,840 00
Ferry racks, platforms and floats.....	54,779 00
Ferry building, including restaurant and office and storehouse.....	12,000 00
Pier No 1, with buildings thereon.....	15,000 00
Pier No. 2, with buildings thereon.....	18,000 00
Pier No. 3, and freight shed thereon.....	20,000 00
Freight float bridges between piers No. 3 and 4.....	18,000 00
Pier No. 4.....	12,000 00
Pier No 5.....	25,000 00
Pier No. 6.....	27,000 00
Pier No. 7.....	42,000 00
Pier No. 8 (coal).....	71,820 00
Cribbing.....	320,000 00
Ice house.....	1 500 00
Carpenter shop.....	600 00
Office.....	500 00
Lumber shed and store room.....	600 00
Store and lumber shed.....	100 00
Store and lumber shed.....	100 00
Lumber shed.....	100 00
Ten watch houses.....	800 00
Express freight house.....	1,500 00
Dispatcher's office.....	100 00
Passenger car store house.....	1,000 00

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Gas house and works.....	\$2,000 00
Three oil houses	500 00
Frame shed.....	25 00
Passenger car oil house.....	200 00
Brick engine house and turn table.....	4,000 00
Frame tool house.....	15 00
Drillers' shanty	50 00
Car Inspectors' shanty.....	50 00
Octagon tank house and fixtures.....	600 00
Switch house.....	75 00
Frame stable.....	800 00
Frame stable.....	1,200 00
Engine house and turn table, Communipaw.....	14,000 00
Machine and blacksmith shop.....	800 00
Store room.....	700 00
Tin shop.....	800 00
Stable.....	40 00
Iron house.....	80 00
Tank house, water tanks and fixtures.....	600 00
Office and oil room.....	1,000 00
Oil house.....	50 00
Sand house.....	75 00
Two signal towers.....	500 00
Block signal tower and interlocking switch machinery.....	500 00
Tool house.....	75 00
Coal trestle.....	3,400 00
Total value.....	\$4,656,618 00

Local tax rate, \$2.94.

Tax for taxing district..... \$46,566 18

State tax..... 28,288 07

Taxing District of Bayonne City, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, Pamrapo depot grounds, 24,000 feet.....	\$3,000 00
Bayonne depot grounds, 21,875 feet.....	2,800 00
Centreville depot grounds, 80 500 feet.....	3,000 00
From main line to centre of Isabella avenue produced—spur to Port Johnston, 189,000 feet...	16.680 00
From centre of Isabella avenue produced to Kill Von Kull—spur to Port Johnston, 19.619 acres,	44,148 00
Bergen Point depot grounds, 66,000 feet.....	9 000 00
Ferry property, foot of Avenue R, 60,450 feet...	4,000 00
From Point opposite Bergen Point depot to Avenue C, south of main line, 23,520 feet.....	3,600 00

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Land outside main stem, from Avenue C to Avenue A, south of main stem, 154,000 feet.....	\$18,860 00
From Avenue A to the Bay south of main stem, 1.56 acres.....	5,000 00
Track outside main stem, steel (in gravel) 5,719 feet.....	6 405 00
Iron (in gravel) 16,415 feet.....	16,415 00
Steel (on piers) 28,645 feet.....	14,428 00
Tool house.....	75 00
Two watch houses.....	60 00
Tool house at Port Johnston.....	50 00
Turn table at Port Johnston.....	1,000 00
Freight depot at Bergen Point.....	500 00
Baggage room.....	200 00
Five flag houses.....	150 00
Coal trestle.....	1,000 00
Car Inspectors' house.....	40 00
Tool house.....	50 00
Round house (brick) seven stalls.....	5,500 00
Tank house and fixtures.....	1,000 00
Sand house.....	50 00
Oil house and office.....	150 00
Two waiting rooms at Staten Island Ferry.....	750 00
Ferry dock at Bergen Point.....	6,000 00
Freight shed at Staten Island Ferry.....	800 00
Pier No. 2, Port Johnston.....	141,946 00
Pier No. 3, Port Johnston.....	76,558 00
Trestle between piers Nos. 1 and 2.....	6,000 00
Bridge, dummy road.....	4,000 00
Bridge, avenue B.....	3,000 00
Bridge, west of Bergen Point.....	8,000 00
Total value.....	<u>\$398,705 00</u>
Local tax rate, \$2.82.	
Tax for taxing district.....	\$3,987 05
State tax.....	1,968 58

Taxing District of Elizabeth City, County of Union.

DESCRIPTION OF PROPERTY.

Land outside main stem, Land north of Main stem, between Third and Fifth streets, exclusive of Newark and Elizabeth Branch, 1.51 acres.....	\$2,700 00
South of main stem, between Third and Fifth streets, exclusive of Elizabethport and Perth Amboy Branch, 1.04 acres.....	4,200 00

850 PHILA. AND READING RAILROAD SYSTEM.

Land outside main stem, Spring street depot grounds, .47 acre.....	\$2,400 00
Excess width between Jefferson and Broad streets, 4.86 acres.....	50,000 00
Broad street depot grounds, .69 acre.....	13,000 00
Track outside main stem, steel (in gravel), 4, 191 feet.....	4,894 00
iron (in gravel), 788 feet.....	788 00
Baggage room.....	150 00
Eight flag houses.....	240 00
Two tool houses.....	200 00
Tool house.....	150 00
Turn table.....	1,000 00
Round house (brick).....	8,000 00
Office buildings.....	4,000 00
Freight shed.....	500 00
Open shed and platform.....	500 00
Ice house.....	250 00

Elizabeth Loop Line—

Burntizing works, foot of Elizabeth avenue, 3.60 acres.....	43,200 00
Between Crescent, First, Livingston streets and Broadway, .77 acre.....	4,620 00
Water-front between Broadway and Livingston street, 1.05 acres.....	10,000 00
Land fronting on Staten Island Sound, 30.00 acres.....	800,000 00
Land adjoining above on the West, back of water front, 81.58 acres.....	157,650 00
Sidings, iron, 54,808 feet.....	54,808 00
Sidings, iron, (on piers and trestles) 28,414 feet.....	13,207 00
Pier No. 9, (most northerly) trestle approach.....	16,000 00
Pier No. 8, (next south).....	80,000 00
Pier No. 7, (next south).....	80,000 00
Trestle.....	450 00
Pier No. 1 (south of No. 7).....	17,550 00
Pier No. 2 (next south).....	16,000 00
Pier No. 3 (next south).....	17,000 00
Pier No. 4 (next south).....	16,000 00
Pier No. 6 (next south).....	22,000 00
Pier No. 5 (next south).....	22,000 00
Dock between piers 4 and 5.....	7,000 00
Pier No. 4 (next south).....	11,000 00
Pier No. 8 (next south).....	13,000 00
Pier No. 2 (next south).....	10,600 00
Pier No. 1 (next south).....	4,600 00
Coal pockets and trestle.....	1,084 00
Freight dock No. 1.....	6,500 00
Freight dock No. 2.....	7,000 00
Freight dock No. 3.....	8,000 00
Dock near Elizabethport.....	7,000 00
Bulkhead and cribbing.....	8,000 00
Coal trestle.....	250 00
Telegraph and flag house.....	40 00

Twelve track scales and coal chutes.....	\$14,000 00
Erecting shop.....	4,000 00
Saw mill (brick).....	2,000 00
Brick engine house and turn table.....	12,000 00
Paint shop (passenger car).....	8,000 00
Paint shop.....	6,000 00
Telegraph office.....	500 00
Freight house.....	1,800 00
Scale house.....	100 00
Oil house (brick).....	1,000 00
Store room and office (brick).....	2,000 00
Coal shed.....	200 00
Lumber and other sheds.....	1,000 00
Boiler room.....	1,200 00
Pattern room.....	800 00
Machine shop.....	1,000 00
Car repair shop.....	2,500 00
Freight car repair shop.....	8,000 00
Machine shop, frog and blacksmith shop.....	4,000 00
Freight car repair shop.....	1,500 00
Two boiler and two blacksmith shops.....	5,000 00
Small smith shop.....	500 00
Office (brick).....	800 00
Sand house.....	400 00
Store house.....	800 00
Two stables and coal dock.....	200 00
Stable.....	200 00
Engine house at coal dock (D. L. & W.).....	2,000 00
Machine shop, &c.....	400 00
Oil house at coal docks.....	75 00
Shop at coal docks.....	500 00
Water tank and stand pipe.....	800 00
Two closets.....	125 00
Telegraph office.....	40 00
Turn table.....	1,500 00
Two scale houses, pier 9.....	27 1/2
Two scale houses, pier 8.....	1 1/2
Two scale houses, pier 7.....	1
Two scale houses, pier 1.....	
Two scale houses, pier 2.....	
Two scale houses, pier 3.....	
Two scale houses, pier 4.....	
Scale house, pier 6.....	
Scale house, pier 5.....	
Scale house, piers 4 and 5.....	
Scale house, pier 4.....	
Office, pier 1.....	
Office, pier 4.....	

352 PHILA. AND READING RAILROAD SYSTEM.

Car Inspectors' tool house.....	\$120 00
Old creosoting works.....	2,000 00
Scale house.....	50 00
Tool house.....	30 00
Scale Creosoting Works.....	300 00
Seven flag houses.....	210 00
Stable.....	300 00
Iron rack.....	100 00
Scrap house.....	200 00
Casting room.....	300 00
Tin shop.....	300 00

Bay Way Extension—

Land outside main stem, including graduation.....	1,285 00
Sidings outside main stem, iron, (in gravel) 2,017 feet.....	2,017 00
Bridge over Thompson's creek.....	1,000 00

Total value.....\$1,028,408 00

Local tax rate, \$2.72.

Tax for taxing district..... \$10,284 08

State tax..... 5,142 01

Taxing District of Union Township, County of Union.

DESCRIPTION OF PROPERTY.

Land outside main stem, Elmora depot grounds, 1.877 acres.....	\$2,700 00
Roselle depot grounds, 8.585 acres.....	7,000 00
Track outside main stem, steel (in gravel) 1,939 feet.....	2,172 00
Tool house.....	200 00
Flag house.....	40 00
Covered platform.....	200 00
Round house (brick).....	5,000 00
Freight house.....	600 00
Ice house.....	200 00
Turn table.....	1,200 00
Coal house.....	50 00

Total value.....\$19,862 00

Local tax rate, \$1.60.

Tax for taxing district..... \$198 62

State tax..... 96 81

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Taxing District of Linden Township, County of Union.

DESCRIPTION OF PROPERTY.

Land outside main stem, Roselle depot grounds, 1.80 acres.....	\$8,500 00
Total value.....	<u>\$8,500 00</u>
Local tax rate, \$1.04.	
Tax for taxing district.....	\$85 00
State tax.....	17 50

Taxing District of Cranford Township, County of Union.

DESCRIPTION OF PROPERTY.

Land outside main stem : Cranford depot grounds, 8.75 acres.....	\$8,750 00
Track outside main stem steel, (in gravel) 849 feet.....	951 00
Water tank.....	500 00
Freight house.....	700 00
Flag house.....	40 00
Tool house.....	75 00
Stand pipe.....	300 00
Total value.....	<u>\$6,816 00</u>
Local tax rate, \$2.12.	
Tax for taxing district.....	\$68 16
State tax.....	81 58

Taxing District of Westfield Township, County of Union.

DESCRIPTION OF PROPERTY.

Land outside main stem, Westfield depot grounds, 8.97 acres.....	\$10,500 00
Shed	200 00
Freight depot	500 00
Three flag houses.....	100 00
Tool house.....	100 00
Total value.....	<u>\$11,400 00</u>
Local tax rate, \$1.56.	
Tax for taxing district.....	\$114 00
State tax.....	57 00

354 PHILA. AND READING RAILROAD SYSTEM.

Taxing District of Fanwood Township, County of Union.

DESCRIPTION OF PROPERTY.

Land outside main stem, Fanwood depot grounds, 6.86 acres.....	\$3,500 00
Track outside main stem, steel (in gravel), 875 feet.....	980 00
Freight depot.....	800 00
Flag house.....	80 00
Total value.....	<u>\$5,810 00</u>

Local tax rate, \$1.17.

Tax for taxing district.....	\$58 10
State tax.....	26 55

Taxing District of Plainfield City, County of Union.

DESCRIPTION OF PROPERTY.

Land outside main stem, Netherwood depot grounds, 2.754 acres.....	\$1,800 00
Excess between Berkman and Richmond streets north of main stem, 4.840 acres.....	8,500 00
Plainfield depot grounds, 2.880 acres.....	45,000 00
Evona depot grounds, 1.880 acres.....	1,085 00
Grant avenue depot grounds, 2.892 acres.....	2,892 00
Track outside main stem, steel (in gravel) 8,867 feet.....	4,881 00
Freight house.....	1,000 00
Two flag houses.....	80 00
Two water tanks and stand pipe.....	2,000 00
Tool house.....	75 00
Total value.....	<u>\$66,713 00</u>

Local tax rate, \$1.86.

Tax for taxing district.....	\$667 18
State tax.....	888 56

Taxing District of Piscataway Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, Dunellen depot grounds, 4.77 acres.....	\$9,540 00
Excess at New Market water station, 2.85 acres..	470 00
Track outside main stem, steel (in gravel) 1,775 feet.....	1,988 00
Track outside main stem, iron (in gravel) 523 feet.....	523 00

Freight house.....	\$500 00
Round house.....	7,000 00
Tool house.....	75 00
Flag house.....	80 00
Sand house.....	800 00
Telegraph office.....	150 00
Flag house.....	75 00
Ice house.....	200 00
Tank and pump house.....	800 00
Water tank.....	200 00
Stand pipe.....	800 00
Turn table.....	1,200 00
Total value.....	<u>\$28,851 00</u>

Local tax rate, \$1.84.

Tax for taxing district.....	\$288 51
State tax.....	116 75

Taxing District of Bridgewater Township, County of Somerset.

DESCRIPTION OF PROPERTY.

Land outside main stem, round house plot, 5.088 acres.....	\$772 00
Depot plot, north side railroad, 3.760 acres.....	3,760 00
Finderne depot grounds, .35 acre.....	90 00
Somerville depot grounds, 11.70 acres.....	12,000 00
Excess width, 3.18 acres.....	200 00
Track outside main stem, steel, (in gravel) 5,785 feet.....	6,479 00
iron, (in gravel) 800 feet.....	800 00
iron, (on trestle) 584 feet.....	292 00
Four tool houses.....	200 00
Car Inspector's house.....	75 00
Round house.....	5,000 00
Five flag houses.....	150 00
Freight house.....	500 00
Turn table.....	1,000 00
Tank and pump house.....	600 00
Cattle pen.....	75 00
Ice house.....	300 00
Car house, Somerville.....	5,000 00
Telegraph office.....	400 00
Freight house.....	800 00
Water tank.....	800 00
Round house, Somerville.....	2,000 00
Two flag houses.....	60 00
Turn table.....	1,000 00

356 PHILA. AND READING RAILROAD SYSTEM.

Store room.....	\$100 00
Flag house.....	80 00
Stand pipe.....	300 00
Freight house.....	400 00
Paint shop.....	700 00
Total value.....	<u>\$48,388 00</u>
Local tax rate, \$0.96.	
Tax for taxing district.....	\$416 48
State tax	216 92

Taxing District of Branchburg Township, County of Somerset.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess (used for sidings) east of North Branch depot, .80 acre.....	\$50 00
Track outside main stem, iron (in gravel) 844 feet.....	344 00
iron (on trestle) 100 feet.....	50 00
Freight house.....	400 00
Tool house.....	100 00
Flag house.....	30 00
Total value.....	<u>\$974 00</u>
Local tax rate, \$0.98.	
Tax for taxing district.....	\$9 06
State tax	4 87

Taxing District of Readington Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess and depot grounds at Whitehouse station, 5.778 acres.....	\$8,400 00
Track outside main stem, iron in gravel, 650 feet.....	650 00
Freight house.....	600 00
Flag house.....	80 00
Flag house.....	75 00
Signal house.....	100 00
Water tank.....	1,500 00
Two pump houses.....	100 00
Signal house.....	100 00
Tool house.....	25 00
Total value.....	<u>\$8,580 00</u>

Local tax rate, \$1.10.	
Tax for taxing district.....	\$65 80
State tax.....	82 90

Taxing District of Clinton Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width at Lebanon depot, 8.440 acres.....	\$516 00
Depot grounds and excess width at Anandale, 18.026 acres.....	1,800 00
Track outside main stem, steel (in gravel) 224 feet.....	251 00
iron (in gravel) 1,162 feet.....	1,162 00
iron (on trestle) 880 feet.....	165 00
Tool house.....	100 00
Four flag houses.....	120 00
Water tank.....	500 00
Stand pipe.....	300 00
Freight house.....	700 00
Pump house and tank.....	1,000 00
Arched culvert (part outside main stem).....	7,000 00
Arched culvert (part outside main stem).....	1,786 00
Total value.....	<u>\$14,860 00</u>

Local tax rate, \$1.12.	
Tax for taxing district.....	\$148 50
State tax.....	74 25

Taxing District of High Bridge Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width east of High Bridge Junction, 9.281 acres.....	\$928 00
Land outside main stem, excess width west of High Bridge Junction, 7.590 acres.....	759 00
Track outside main stem, iron (in gravel) 919 feet.....	919 00
Tool house.....	75 00
Freight house.....	500 00
Telegraph office.....	300 00
Two flag houses.....	60 00
Water tank.....	500 00
Double arch culvert.....	33,000 00
Total value.....	<u>\$87,086 00</u>

358 PHILA. AND READING RAILROAD SYSTEM.

Local tax rate, \$1.19.

Tax for taxing district.....	\$870 86
State tax.....	185 18

Taxing District of Lebanon Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, excessive width and depot grounds, 9.00 acres...	\$900 00
Track outside main stem, iron, (in gravel) 1,070 feet.....	1,070 00
Freight house.....	400 00
Signal house.....	800 00
Two flag houses.....	60 00
Stone breaker building.....	1,000 00
Flag house.....	50 00
Signal house.....	800 00
Flag house.....	75 00
Trestle and coal pockets at Hampton Junction.....	786 00
Double arch culvert (part outside main stem).....	4,750 00
Total value.....	<u>\$9,691 00</u>

Local tax rate, \$1.16.

Tax for taxing district.....	\$96 91
State tax.....	48 45

Taxing District of Bethlehem Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess in yards near Hampton, 6.44 acres.....	\$1,288 00
excess in Asbury depot grounds, 2.11 acres.....	180 00
excess in Bloomsbury depot grounds, 7.998 acres.....	800 00
excess in Valley depot grounds, 1.809 acres.....	150 00
Track outside main stem, steel (in gravel) 2,584 feet.....	2,894 00
iron (in gravel) 6,248 feet.....	6,248 00
iron (on trestle) 475 feet.....	287 00
Double arch culvert over Musconetcong river (part outside main stem).....	28,380 00
Repair shop.....	6,500 00
Engine house.....	6,000 00
Two pump houses.....	100 00
Iron shed.....	10 00
Dispatcher's office.....	125 00
Tank house and pump house.....	950 00
Iron rack.....	85 00

CENTRAL RAILROAD CO. OF NEW JERSEY. 859

Closet.....	\$10 00
Flag house.....	40 00
Two tank houses.....	850 00
Tool house.....	75 00
Flag house.....	175 00
Flag house.....	40 00
Freight house.....	600 00
Tank house.....	275 00
Tool house.....	75 00
Three flag houses.....	120 00
Total value.....	<u>\$55,807 00</u>

Local tax rate, \$0.77³/₁₀

Tax for taxing district.....	\$429 84
State tax.....	278 04

Taxing District of Greenwich Township, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width west of Musconetcong river, 1.27 acres	<u>\$70 00</u>
Total value.....	\$70 00

Local tax rate, \$0.78

Tax for taxing district.....	\$0 55
State tax.....	85

Taxing District of Pohatcong Township, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, 11.587 acres.....	\$805 50
Track outside main stem, iron (in gravel) 595 feet.....	595 00
Two flag houses.....	60 00
Double arch culvert (part outside main stem).....	<u>42,000 00</u>
Total value.....	\$48,460 50

Local tax rate, \$0.75.

Tax for taxing district.....	\$825 95
State tax.....	217 30

360 PHILA. AND READING RAILROAD SYSTEM.

Taxing District of Lopatcong Township, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, .371 acre.....	\$100 00
Total value.....	\$100 00
Local tax rate, \$0.76.	
Tax for taxing district.....	\$0 76
State tax.....	50

Taxing District of Phillipsburg Borough, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width and yard, 11.812 acres.....	\$35,436 00
Track outside main stem, iron (in gravel) 10,547 feet.....	10,547 00
Freight house.....	2,600 00
Car Inspector's office.....	65 00
Two circular engine houses.....	25,000 00
Two turn tables.....	2,400 00
Tank houses.....	1,600 00
Machine shop.....	4,000 00
Blacksmith shop.....	2,000 00
Iron shed.....	200 00
Oil room.....	800 00
Charcoal house.....	45 00
Dispatcher's office.....	800 00
Car Inspector's shanty.....	65 00
Tool house.....	150 00
Coal trestle.....	1,429 00
Four flag houses.....	160 00
Tool house.....	120 00
Carpenter shop.....	112 00
Total value.....	\$87,429 00
Local tax rate, \$1.50.	
Tax for taxing district.....	\$874 29
State tax.....	487 15

[NEWARK AND NEW YORK BRANCH.]

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	6.188 miles.
Value of main stem in New Jersey.....	\$2,240,000 00
State tax.....	11,200 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Kearney township.....	.988
Jersey City.....	2.415
Essex county, Newark City.....	2.880
	<hr/> 6.188

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Jersey City, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, Lafayette depot grounds, 11,850 feet.....	\$1,896 00
Track outside main stem, iron (in gravel), 600 feet.....	600 00
Two signal houses.....	200 00
Two watch houses.....	80 00
	<hr/>
Total value.....	\$2,776 00
Local tax rate, \$2.94.	
Tax for taxing district.....	\$27 76
State tax.....	18 87

Taxing District of Newark City, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width west of Passaic river, 1.25.....	
at Brills, 3.60 acres.....	
East Ferry street depot grounds, .115 acre.....	
Coal dump at East Ferry street depot, 1.279 acres.	

362 PHILA. AND READING RAILROAD SYSTEM.

Land outside main stem, Depot grounds at Ferry street, .125 acre.....	\$8,270 00
Round house plot, 9,017 feet.....	5,600 00
Freight yard at Fair street, 24,090 feet.....	85,000 00
Tracks outside main stem, steel (in gravel), 1,868 feet.....	2,086 00
steel (on trestle), 800 feet.....	174 00
iron (in gravel), 8,875 feet.....	8,875 00
Six watch houses.....	240 00
Car shops.....	8,500 00
Blacksmith shop.....	600 00
Engine house and boiler house.....	200 00
Lumber shed.....	800 00
Office.....	150 00
Oil and paint house.....	100 00
Coal trestle at East Ferry street depot.....	2,000 00
Mill.....	1,000 00
Watch house.....	40 00
Water tank.....	200 00
Tool house.....	50 00
Brick round house (five stalls) and iron turn table.....	5,500 00
Brick freight house.....	10,000 00
Iron crane.....	250 00
Dispatcher's office.....	200 00
Baggage house.....	250 00
Total value.....	\$94,595 00
Local tax rate, \$.208.	
Tax for taxing district.....	\$945 95
State tax.....	472 98

[ELIZABETHPORT AND PERTH AMBOY BRANCH.]

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	11.980 miles.
Value of main stem in New Jersey	\$410,667 00
State tax.....	2,058 84

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Union county, Elizabeth City.....	1.906
Linden township.....	2.985
Middlesex county, Woodbridge township	4.898
Perth Amboy City	2.748
Total miles.....	11.980

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.

Taxing District of Elizabeth City, County of Union.

DESCRIPTION OF PROPERTY.

Six flag houses.....	180 00
Two signal stations	200 00
Tool house	200 00
Total value.....	<u>\$580 00</u>
Local tax rate, \$2.72.	
Tax for taxing district.....	\$5 80
State tax.....	2 90

Taxing District of Woodbridge Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land at Sewaren depot, 2.608 acres	\$1,250 00
Three flag houses.....	90 00
Freight house.....	550 00
Semaphore signal.....	175 00
Total value.....	<u>\$2,065 00</u>
Local tax rate, \$1.87½.	
Tax for taxing district.....	\$20 65
State tax.....	10 82

Taxing District of Perth Amboy City, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess depot grounds, 1.058 acres.....	\$3,174 00
Freight depot.....	900 00
Four flag houses.....	120 00
Telegraph office.....	100 00
Head signal.....	100
Stand pipe.....	20
Total value..	<u>\$4</u>

364 PHILA. AND READING RAILROAD SYSTEM.

Local tax rate, \$2.86.	
Tax for taxing district.....	\$45 94
State tax.....	22 97

[NEWARK AND ELIZABETH BRANCH.]

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	5.295 miles.
Value of main stem in New Jersey.....	\$96,890 00
State tax.....	481 95

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Essex county, Newark city.....	2.782
Union county, Elizabeth city.....	2.518
	<u>5.295</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Elizabeth City, County of Union.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess at Elizabethport, 1.03 acre.....	\$2,060 00
Flag house.....	40 00
Total value.....	<u>\$2,100 00</u>
Local tax rate, \$2.72.	
Tax for taxing district.....	\$21 00
State tax.....	10 50

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Central Railroad Company of New Jersey, except for real estate used for railroad purposes, other than main stem, \$20,986,284 00	
Assessed valuation of real estate used for railroad purposes, other than main stem.....	6,620,563 50
Aggregate assessed valuation.....	<u>\$27,606,847 50</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.	\$188,084 24
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.	65,952 33
Total tax.	<hr/> \$208,986 57

CONSTABLES HOOK RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	2.000 miles.
Value of main stem in New Jersey.....	\$100,000 00
State tax.....	500 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Bayonne City.....	2.000

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Bayonne City, County of Hudson.*

DESCRIPTION OF PROPERTY.

Sidings outside main stem, iron, in cinder, 698 feet.....	698 00
Stand pipe.....	200 00
Total value.....	898 00
Local tax rate, \$2.82.	
Tax for taxing district.....	\$8 98
State tax.....	4 49

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Constable's Hook Railroad Company except for real estate used for railroad purposes, other than main stem.....	\$101,800 00
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CONSTABLES HOOK RAILROAD CO.

387

Assessed valuation of real estate used for railroad purposes other than main stem.....	\$898 00
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Aggregate assessed valuation.....	\$102,698 00
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TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$518 49
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Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	8 98
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Total tax.....	\$522 47
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368 PHILA. AND READING RAILROAD SYSTEM.

DELAWARE RAILROAD COMPANY OF NEW JERSEY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	.153 miles.
Value of main stem in New Jersey.....	\$2,800 00
State tax.....	11 50

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Camden county, Camden city.....	.153

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Delaware Railroad Company of New Jersey, except for real estate used for railroad purposes, other than main stem....	\$8,140 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	.....
Aggregate assessed valuation.....	\$8,140 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$15 70
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	.....
Total tax.....	\$15 70

DELAWARE AND BOUND BROOK RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	80.750 miles.
Value of main stem in New Jersey.....	\$1,984,588 00
State tax.....	9,922 89

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Somerset county, Bridgewater township.....	.790
Hillsborough township.....	7.810
Montgomery township.....	6 120
Mercer county, Hopewell township.....	9.800
Ewing township.....	8.580
Trenton Branch—	
Mercer county, Ewing township.....	2.860
Trenton City.....	1.840
	80.750

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Bridgewater Township, County of Somerset.

Sidings (iron) in earth, 2,161 feet.....	1,945 00
Watch house.....	15 00
Total value.....	\$1,960 00
Local tax rate, \$0.96.	
Tax for taxing district.....	\$18 82
State tax.....	9 80

370 PHILA. AND READING RAILROAD SYSTEM.

Taxing District of Hillsborough Township, County of Somerset.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess at Belle Mead depot, .67 acre.....	\$200 00
excess width, .21 acre.....	12 60
at Raritan river, 18.60 acres.....	1,020 00
Sidings outside main stem, (iron) east of Belle Mead, 220 feet.....	220 00
(iron) west of Lehigh Valley crossing, 895 feet.....	895 00
Freight house, at Weston.....	400 00
Five tool houses.....	145 00
Switch tower.....	1,200 00
Cattle pen.....	40 00
Total value.....	<u>\$2,682 60</u>

Local tax rate, \$0.85.

Tax for taxing district..... \$20 87

State tax..... 18 16

Taxing District of Montgomery Township, County of Somerset.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess at Skillman's depot, 4.27 acres.....	\$700 00
excess width, 6.60 acres.....	462 00
Sidings outside main stem (iron), 510 feet.....	510 00
Watch house.....	20 00
Three tool houses.....	45 00
Engine house and tank.....	1,000 00
Two cattle pens.....	60 00
Total value.....	<u>\$2,797 00</u>

Local tax rate, \$0.90.

Tax for taxing district..... \$25 17

State tax..... 18 98

Taxing District of Hopewell Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, Stoutsburg depot, 2.46 acres.....	\$162 00
Hopewell depot, 8.24 acres.....	1,500 00
Hopewell quarry, 5.10 acres.....	510 00

DEL. AND B. B. RAILROAD CO.

871

Land outside main stem, Somerset crossing, 4.61 acres.....	\$810 00
Moore's depot, 1.84 acres.....	170 00
Pennington depot, 7.20 acres.....	1,075 00
Sidings outside main stem, (iron) 2,575 feet.....	2,575 00
Six tool houses.....	155 00
Freight depot, Pennington.....	350 00
Watch house.....	80 00
Tower.....	300 00
Watch house.....	15 00
Tower.....	250 00
Stone breaker building.....	1,000 00
Cattle pen, Pennington.....	80 00
Blacksmith's shop.....	50 00
Office.....	20 00
Powder house.....	50 00
Boiler house.....	100 00
Cattle pen, Hopewell.....	80 00
Freight depot, Hopewell.....	400 00
Tower.....	250 00
Total value.....	\$9,882 00
Local tax rate, @0.64.....	
Tax for taxing district.....	\$59 72
State tax.....	46 66

Taxing district of Ewing Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, at Delaware river, 2.10 acres.....	\$210 00
at Ewing depot, .90 acre.....	90 00
Sidings outside main stem, (iron) 1,854 feet.....	1,854 00
Tool house.....	50 00
Tower.....	250 00
Freight house.....	350 00
Office.....	175 00
Car shed.....	1,200 00
Three watch houses.....	60 00
Coal house.....	80 00
Total value.....	\$4,269 00
Local tax rate, @0.76.....	
Tax for taxing district.....	\$32 44
State tax.....	21 85

372 PHILA. AND READING RAILROAD SYSTEM.

[TRENTON BRANCH.]

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.

Taxing District of Ewing Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, at Asylum, 1.00 acre.....	\$100 00
at Trenton Junction, 8.00 acres.....	800 00
Siding outside main stem, (iron) 840 feet.....	840 00
Switch house.....	50 00
Tool house.....	15 00
Watch house.....	15 00
Total value.....	\$1,820 00
Local tax rate, \$0.76.	
Tax for taxing district.....	\$10 08
State tax.....	6 00

Taxing District of Trenton City, County of Mercer.

DESCRIPTION OF PROPERTY.

Land outside main stem, west of Calhoun street, .86 acres.....	\$1,200 00
N. W. side Calhoun street, 1.04 acres.....	1,500 00
between Calhoun and Willow streets, 2.89 acres.....	8,000 00
on Tucker street, .88 acre.....	2,500 00
between Willow and Ringgold streets, .15 acre....	1,500 00
west side of Ringgold street, .16 acre.....	1,800 00
Sidings outside main stem, 8,848 feet.....	8,688 00
Engine house frame (8 stalls).....	1,000 00
Turn table.....	1,000 00
Coal depot.....	1,000 00
Three watch houses.....	60 00
Car Inspector's office.....	25 00
Oil house.....	200 00
Watch house.....	20 00
Two tool houses.....	85 00
Freight depot (one story frame).....	1,400 00
Two-story brick freight house.....	1,000 00
Crossing gates.....	250 00
Total value.....	\$26,173 00

Local tax rate, \$1.65.	
Tax for taxing district.....	\$261 78
State tax.....	180 87

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Delaware and Bound Brook Railroad Com- pany, except for real estate used for railroad purposes, other than main stem	\$3,868,188 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	49,488 60
Aggregate assessed valuation.....	\$3,417,621 60

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$17,088 11
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	488 78
Total tax.....	\$17,526 89

374 PHILA. AND READING RAILROAD SYSTEM.

DOVER AND ROCKAWAY RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	4.640 miles.
Value of main stem in New Jersey.....	\$97,000 00
State tax.....	485 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Morris county, Randolph township.....	3.160
Rockaway township.....	1.480
	<hr/> 4.640

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Randolph Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess depot grounds and borrow pit, .55 acre....	\$1,000 00
Freight house.....	500 00
Office building.....	100 00
Two flag houses.....	55 00
Total value.....	<hr/> \$1,655 00

Local tax rate. \$1.12 $\frac{1}{2}$.

Tax for taxing district.....	\$18 55
State tax	8 28

Taxing District of Rockaway Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, near end of road between railroad and Rockaway river, 22.44 acres.....	\$1,800 00
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DOVER AND ROCKAWAY RAILROAD CO. 375

Sidings outside main stem, 580 feet.....	\$580 00
Water tank.....	800 00
Pump house.....	150 00
Tool house.....	50 00
Car inspector's office.....	50 00
Engine house.....	4,000 00
Turn table	1,500 00
Total value.....	<u>\$8,880 00</u>

Local tax rate, \$1.00.

Tax for taxing district.....	\$88 80
State tax.....	<u>44 40</u>

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Dover and Rockaway Railroad Company, except for real estate used for railroad purposes, other than main stem....	\$105,400 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	<u>10,585 00</u>
Aggregate assessed valuation.....	<u>\$115,985 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above	579,68
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	<u>105 85</u>
Total tax.....	<u>\$685 53</u>

376 PHILA. AND READING RAILROAD SYSTEM.

EAST TRENTON RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	2 841 miles.
Value of main stem in New Jersey.....	\$45,000 00
State tax.....	225 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Mercer county, Trenton city.....	.172
Ewing township.....	1.740
Millham township.....	.429
	<u>2.841</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Trenton City, County of Mercer.

DESCRIPTION OF PROPERTY.

Land adjoining main stem.....	\$225 00
Total value.....	\$225 00
Local tax rate, \$1.65.	
Tax for taxing district.....	\$2 25
State tax.....	1 12

Taxing District of Ewing Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Land adjoining main stem.....	\$100 00
Sidings outside main stem, 670 feet.....	670 00
Tool house.....	25 00
Total value.....	\$795 00

EAST TRENTON RAILROAD CO.

377

Local tax rate, \$0.76.	
Tax for taxing district.....	6 04
State tax.....	8 98

Taxing District of Millham Township, County of Mercer.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 1,105 feet.....	\$1,105 00
Freight house.....	2,000 00
Total value.....	\$3,105 00

Local tax rate, \$1.20½.	
Tax for taxing district.....	\$31 05
State tax.....	15 58

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the East Trenton Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$55,125 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	4,125 00
Aggregate assessed valuation.....	\$59,250 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$296 25
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	89 84
Total tax.....	\$386 09

25

378 PHILA. AND READING RAILROAD SYSTEM.

GLASSBORO RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	.484 miles.
Value of main stem in New Jersey.....	\$8,000 00
State tax.....	40 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

Gloucester county, Glassboro township.....	.484
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VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Glassboro Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Freight depot.....	\$1,500 00
Frame tank and tank house.....	875 00
Coal bin.....	30 00
Total value.....	\$1,905 00
Local tax rate, \$1.05 $\frac{1}{2}$.	
Tax for taxing district.....	\$19 05
State Tax.....	9 58

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Steam pump and boiler.....	\$400 00
Total value.....	\$400 00
State tax.....	2 00

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Glassboro Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$9,900 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	1,905 00
Aggregate assessed valuation.....	<u>\$11,805 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$59 08
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	19 05
Total tax.....	<u>\$78 08</u>

380 PHILA. AND READING RAILROAD SYSTEM.

HIGH BRIDGE RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	23.770 miles.
Value of main stem in New Jersey.....	\$461,505 00
State tax.....	2,307 58

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hunterdon county, High Bridge township.....	5.400
Tewksbury township.....	1.890
Morris county, Washington township.....	6.980
Mount Olive Branch—	
Morris county, Washington township.....	2 700
Chester county.....	1 770
Chester Hill Branch—	
Morris county, Chester township.....	8.000
Hacklebarney Branch—	
Morris county, Chester township.....	1.090
	<u>23.770</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of High Bridge Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem (including graduation) 2.11 acres.....	\$1,200 00
Sidings outside main stem, 1,878 feet.....	1,878 00
Freight and milk depot.....	75 00
Coal dump.....	450 00
Tool house.....	50 00
Flag house.....	20 00
Total value.....	<u>\$3,168 00</u>

Local tax rate, \$1.19.	
Tax for taxing district.....	\$81 68
State tax	15 84

Taxing District of Tewksbury Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, .29 acre.....	\$120 00
Total value.....	\$120 00
Local tax rate, \$1.11.	
Tax for taxing district.....	\$1 20
State tax.....	60

Taxing District of Washington Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess in Middle Valley depot grounds, .86 acre,	\$86 00
excess in gravel pit, 5.70 acres.....	400 00
excess width, .88 acres.....	40 00
excess in German Valley depot grounds, 2.72 acres	1,860 00
Sidings outside main stem, 140 feet.....	140 00
Milk depot and platform.....	50 00
Tool house.....	100 00
Railroad scales and house.....	795 00
Water tank and stand pipe.....	800 00
Milk platform.....	20 00
Car Inspector's house.....	100 00
Sand house.....	25 00
Turn table.....	700 00
Closet.....	20 00
Coal box.....	10 00
Total value.....	\$4,596 00
Local tax rate, \$0.91.	
Tax for taxing district.....	\$41 83
State tax.....	22 98

382 PHILA. AND READING RAILROAD SYSTEM.

Taxing District of Chester Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess depot grounds at Chester, .54 acre.....	\$750 00
excess west side Railroad avenue, .20 acre.....	280 00
excess width between Railroad avenue and end of road, 1.11 acres.....	188 00
Track sidings (iron) 158 feet.....	158 00
Tool house.....	100 00
Engine house.....	600 00
Total value.....	\$2,026 00
Local tax rate, \$1.00.	
Tax for taxing district.....	\$20 26
State tax.....	10 18

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the High Bridge Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$658,505 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	9,910 00
Aggregate assessed valuation.....	\$668,415 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	3,817 08
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	94 96
Total tax.....	\$3,412 04

LAKE HOPATCONG RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	5.080 miles
Value of main stem in New Jersey.....	\$90,000 00
State tax.....	450 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Morris county, Roxbury township.....	2.240
Jefferson township.....	2.790
	5.080

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.*Taxing District of Roxbury Township, County of Morris.*

DESCRIPTION OF PROPERTY.

Land outside main stem between Morris and Essex and Chester railroads, 2.88 acres.....	\$85 00
Sidings outside main stem, 158 feet.....	158 00
Total value.....	\$243 00
Local tax rate, \$0.90.	
Tax for taxing district.....	\$3 19
State tax.....	1 23

Taxing District of Jefferson Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, at Minnesink depot grounds, .87 acre.....	\$10 00
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384 PHILA. AND READING RAILROAD SYSTEM.

Land outside main stem, near Nolan's point, .87 acre.....	\$85 00
Tool house.....	25 00
Total value.....	<u>\$120 00</u>

Local tax rate, \$0.90 ⁸⁷ / ₁₀₀	
Tax for taxing district.....	\$1 09
State tax.....	60

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Lake Hopatcong Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$91,500 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	<u>868 00</u>
Aggregate assessed valuation.....	\$91,868 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$459 83
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	<u>8 28</u>
Total tax.....	\$468 60

LONGWOOD VALLEY RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	10.980 miles.
Value of main stem in New Jersey.....	\$161,020 00
State tax.....	805 10

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Morris county, Washington township.....	.550
Mount Olive township.....	2 740
Roxbury township.....	6.500
Randolph township.....	1.140
	<u>10.980</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Mount Olive Township, County of Morris.*

DESCRIPTION OF PROPERTY.

Land outside main stem, at Bartley depot, 1.14 acres.....	\$90 00
at Flanders, .40 acre.....	800 00
Tool house.....	75 00
Total value.....	<u>\$465 00</u>
Local tax rate, @0.86.	
Tax for taxing district.....	\$4 00
State tax.....	2 82

386 PHILA. AND READING RAILROAD SYSTEM.

Taxing District of Roxbury Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width at Kenvil depot, .66 acre.....	\$55 00
excess in Kenvil depot grounds, .86 acre.....	86 00
Sidings outside main stem, 1,800 feet.....	1,800 00
Sand house.....	20 00
Tool house.....	50 00
Signal house, Lake Hopatcong Junction.....	75 00
Total value.....	\$2,086 00
Local tax rate, \$0.80.	
Tax for taxing district.....	\$18 77
State tax.....	10 43

Taxing District of Randolph Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, Port Oram, .84 acre.....	\$181 00
Sidings outside main stem, 210 feet..	210 00
Car Inspector's house.....	100 00
Pump house and water tank.....	250 00
Tool house.....	50 00
Total value.....	\$791 00
Local tax rate, \$1.12 ¹ .	
Tax for taxing district.....	\$7 91
State tax.....	3 96

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Longwood Valley Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$198,420 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	3,842 00
Aggregate assessed valuation.....	\$196,762 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$988 81
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	80 68
Total tax.....	<u>\$1,014 49</u>

388 PHILA. AND READING RAILROAD SYSTEM.

MANUFACTURERS' RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	1.500 miles.
Value of main stem in New Jersey.....	\$66,877 00
State tax.....	384 89

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Essex county, Newark City.....	1.500

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Newark City, County of Essex.

DESCRIPTION OF PROPERTY.

Land between north side of Lester avenue and a line 100 feet south of and parallel with the line for solid filling, Passaic river, 6.864 acres.....	\$20,000 00
Strip of land 100 feet wide on south side of line for solid filling, Passaic river, 1.585 acres.....	15,000 00
Sidings (iron in gravel), 8,840 feet.....	8,840 00
Watch house.....	50 00
Total value.....	\$38,890 00
Local tax rate, \$2 08.	
Tax for taxing district.....	\$888 90
State tax.....	194 45

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Manufacturers' Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$67,877 00
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MANUFACTURERS' RAILROAD CO.

389

Assessed valuation of real estate used for railroad purposes, other than main stem.....	88,890 00
Aggregate assessed valuation.....	<u>\$106,267 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$581 84
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	888 90
Total tax.....	<u>\$920 24</u>

390 PHILA. AND READING RAILROAD SYSTEM.

NEW JERSEY SOUTHERN RAILWAY COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	88.438 miles.
Value of main stem in New Jersey.....	\$1,860,000 00
State tax.....	\$6,800 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Monmouth county, Middletown township.....	5.694
Shrewsbury township.....	5.274
Eatontown township.....	1.807
Eatontown township (Eatontown Branch).....	3.270
Atlantic township.....	2.058
Wall township.....	1.951
Howell township.....	8.842
Ocean township (Eatontown Branch).....	1.690
Ocean county, Brick township.....	4.081
Jackson township.....	.619
Dover township.....	.417
Manchester township.....	15.675
Burlington county, Woodland township.....	10.436
Shamong township.....	7.238
Atlantic county, Hammonton township.....	.376
Camden county, Waterford township.....	8.958
Long Branch and Seashore Division—	
Monmouth county, Middletown township...	8.628
Ocean township.....	6.929
	<hr/> 88.438

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Middletown Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, at Port Monmouth, 6.518 acres.....	\$650 00
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NEW JERSEY SOUTHERN RAILWAY CO. 391

Sidings outside main stem, 870 feet	\$870 00
Turn table at Port Monmouth.....	100 00
Tank platform.....	6 00
Total value.....	<u>\$1,126 00</u>

Local tax rate, \$0 86 $\frac{1}{10}$.	
Tax for taxing district.....	\$9 76
State tax.....	5 68

Taxing District of Shrewsbury Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, at Red Bank, .241 acre.....	\$241 00
Turn table at Red Bank.....	1,000 00
Freight station at Red Bank.....	500 00
Freight station at Shrewsbury.....	170 00
Engineers' office.....	800 00
Tool house.....	150 00
Total value.....	<u>\$2,861 00</u>

Local tax rate, \$0 85.	
Tax for taxing district.....	\$24 83
State tax.....	14 80

Taxing District of Eatontown Township County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, 7.834 acres.....	\$2,090 00
Sidings outside main stem, 1740 feet.....	1,740 00
Frame water tank.....	75 00
Engine and pump house.....	100 00
Stock platform.....	100 00
Total value.....	<u>\$4,105 00</u>

Local tax rate, \$0.80.	
Tax for taxing district.....	\$33 84
State tax.....	20 53

392 PHILA., AND READING RAILROAD SYSTEM.

Taxing District of Howell Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, 60.76 acres.....	\$1,215 00
Sidings outside main stem, 1,709 feet.....	1,709 00
Water tank and engine.....	225 00
Freight house.....	150 00
Tool house.....	50 00
Total value.....	\$3,849 00
Local tax rate, \$1.00.	
Tax for taxing district.....	\$88 49
State tax.....	16 75

Taxing District of Ocean Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, East Long Branch depot grounds, 3,106 acres....	\$7,250 00
Branchport depot grounds, .170 acre.....	103 00
Sidings outside main stem, 346 feet.....	346 00
Turn table.....	2,000 00
Freight house.....	600 00
Two watch houses.....	60 00
Total value.....	\$10,358 00
Local tax rate, \$0 96.	
Tax for taxing district.....	\$99 44
State tax.....	51 79

Taxing District of Brick Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Freight house and platform at Lakewood.....	\$200 00
Tool house.....	150 00
Total value.....	\$350 00
Local tax rate, \$1.07.	
Tax for taxing district.....	\$3 50
State tax.....	1 75

Taxing District of Manchester Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess, 6.997 acres.....	\$350 00
Sidings outside main stem, 2,852 feet.....	2,852 00
Freight house.....	150 00
Two tank houses.....	350 00
Oil house.....	100 00
Coal platform.....	200 00
Lumber shed.....	800 00
Car repair shop.....	2,500 00
Whittings coal platform.....	67 00
Freight house.....	200 00
Round house.....	7,500 00
Turn table.....	600 00
Machine shop.....	7,000 00
Two tool houses.....	50 00
Ice house.....	300 00
Total value.....	<u>\$22,719 00</u>

Local tax rate, \$2.01½.

Tax for taxing district..... \$227 19

State tax..... 118 59

Taxing District of Woodland Township, County of Burlington.

DESCRIPTION OF PROPERTY.

Land outside main stem, sand track.....	\$4 00
Freight house, Woodmansie.....	100 00
Freight house, Harris.....	150 00
Tool house.....	10 00
Tool house.....	25 00
Tank house.....	100 00
Total value.....	<u>\$889 00</u>

Local tax rate, \$1.50.

Tax for taxing district..... \$3 89

State tax..... 1 95

394 PHILA. AND READING RAILROAD SYSTEM.

[ATCO BRANCH.]

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Hammonton Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Pump, engine and engine house.....	\$475 00
Platform.....	67 00
Tool house.....	5 00
Total value.....	<u>\$547 00</u>

Local tax rate, \$2.12.

Tax for taxing district..... \$5 47

State tax..... 2 78

Taxing District of Waterford Township, County of Camden.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 128 feet.....	\$128 00
Tool house.....	5 00
Engine house and turn table.....	800 00
Platform.....	25 00
Total value.....	<u>\$958 00</u>

Local tax rate, \$1.65.

Tax for taxing district..... \$9 58

State tax..... 4 79

[LONG BRANCH AND SEA SHORE DIVISION.]

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.*Taxing District of Middletown Township, County of Monmouth.*

DESCRIPTION OF PROPERTY.

Sidings outside main stem, track in ballast, 680 feet.....	\$680 00
track on piers, 6,924 feet.....	8,462 00
Tool house.....	40 00
Car Inspector's house.....	75 00
Office.....	875 00
Turn table.....	1,800 00
Freight shed.....	1,825 00
Engine house (three stalls).....	1,400 00
Tank.....	275 00
Ice house.....	250 00
Main pier, Sandy Hook.....	86,700 00
South pier, Sandy Hook.....	11,000 00
Breakwater jetty.....	500 00
Sea wall and trestle, 850 feet.....	1,286 00
Total value.....	\$58,568 00

Local tax rate, \$0.86⁷/₁₀

Tax for taxing district, (United States Government Reservation)..... No tax.

State tax..... \$292 84

Taxing District of Ocean Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, at North Long Branch, .489 acre.....	\$1,750 00
at general office, .715 acre.....	1,600 00
at Depot avenue, .741 acres.....	2,900 00
Sidings outside main stem, 485 feet.....	485 00
Freight house.....	175 00
Baggage house.....	800 00
Baggage house.....	400 00
Tank.....	600 00
Four watch houses.....	200 00

396 PHILA. AND READING RAILROAD SYSTEM.

Sea wall, 4,148 feet.....	\$6,808 00
Sea wall, 1,800 feet.....	550 00
Twenty-six jetties.....	8,884 00
Tool houses.....	300 00
General office.....	8,000 00
Total value.....	<u>\$22,852 00</u>
Local tax rate, \$0.96.	
Tax for taxing district.....	\$214 68
State tax.....	111 76

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the New Jersey Southern Railway Company, except for real estate used for railroad purposes, other than main stem.....	1,588,000 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	<u>\$127,682 00</u>
Aggregate assessed valuation.....	<u>\$1,660,682 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$8,803 41
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	<u>664 06</u>
Total tax.....	<u>\$8,967 47</u>

NEW YORK AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	2.800 miles.
Value of main stem in New Jersey.....	\$85,000 00
State tax.....	175 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Monmouth county, Middletown township.....	2.800

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Middletown Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, Atlantic Highlands, 2.238 acres.....	\$1,115 00
Sidings outside main stem, 140 feet.....	140 00
Platform at Bay View.....	50 00
Turn table.....	1,800 00
Freight house.....	125 00
Total value.....	\$8,280 00
Local tax rate, \$0.86 $\frac{1}{2}$	
Tax for taxing district.....	\$28 00
State tax.....	16 16

398 PHILA. AND READING RAILROAD SYSTEM.

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the New York and Atlantic Highlands Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$85,700 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	8,280 00
Aggregate assessed valuation.....	<u>\$88,980 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$194 65
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	28 00
Total tax.....	<u>\$222 65</u>

NEW YORK AND LONG BRANCH RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	87.210 miles.
Value of main stem in New Jersey.....	\$2,700,000 00
State tax.....	13,500 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Middlesex county, South Amboy township.....	8.039
Madison township.....	1.825
Monmouth county, Matawan township.....	2.789
Raritan township.....	1.647
Holmdel township.....	1.871
Middletown township.....	5.167
Shrewsbury township.....	3.043
Eatontown township.....	1.571
Ocean township.....	6.982
Neptune township.....	1.860
Wall township.....	6.114
Ocean county, Brick township.....	1.412
	<hr/> 87.210

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of South Amboy Township, County of Middlesex.*

DESCRIPTION OF PROPERTY.

Land outside main stem, engine house lot.....	\$1,500 00
depot grounds.....	500 00
Sidings outside main stem, (iron in gravel) 611 feet.....	611 00
Five flag houses.....	150 00
Turn table.....	700 00

400 PHILA. AND READING RAILROAD SYSTEM.

Freight house.....	\$1,200 00
Tank house.....	700 00
Engine house.....	8,500 00
Coal bin.....	50 00
Total value.....	<u>\$8,911 00</u>
Local tax rate, \$2.06.	
Tax for taxing district.....	\$89 11
State tax.....	44 56

Taxing District of Madison Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, opposite station.....	\$20 00
Sidings outside main stem (iron in gravel) 800 feet.....	800 00
Watch house.....	80 00
Total value.....	<u>\$850 00</u>
Local tax rate, \$1.88.	
Tax for taxing district.....	\$8 50
State tax.....	1 75

Taxing District of Matawan Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, extra land in embankment.....	\$100 00
dock lot and depot grounds.....	2,000 00
at Mohington bridge.....	10 00
at Freehold connection.....	100 00
Sidings outside main stem, (iron in gravel) 4,895 feet.....	4,895 00
(iron on trestle) 499 feet.....	274 00
Freight house.....	1,500 00
Two flag houses.	80 00
Trestle, 437 ½ feet.....	8,217 00
Total value.....	<u>\$16,876 00</u>
Local tax rate, \$1.20½.	
Tax for taxing district.....	\$166 76
State tax.....	83 88

Taxing District of Raritan Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, opposite station.....	\$100 00
at Hazlet Station.....	75 00
Flag house and freight house.....	1,000 00
Total value.....	<u>\$1,175 00</u>

Local tax rate, $\$0.85_{10}^7$	
Tax for taxing district.....	\$10 07
State tax.....	5 88

Taxing District of Holmdel Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

One flaghouse.....	\$80 00
Total value.....	\$80 00
Local tax rate, $\$0.84\frac{14}{100}$.	
Tax for taxing district.....	\$0 25
State tax.....	15

Taxing District of Middletown Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds.....	\$8,100 00
excess for embankments.....	250 00
Freight house.....	1,000 00
Flag house.....	80 00
Total value.....	<u>\$9,430 00</u>
Local tax rate, \$0.86 ₁₀ ⁷ .	
Tax for taxing district.....	\$87 97
State tax.....	21 90

402 PHILA. AND READING RAILROAD SYSTEM.

Taxing District of Shrewsbury Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, lot on Shrewburys avenue.....	\$180 00
Red Bank depot grounds.....	8,000 00
Little Silver depot grounds.....	520 00
Sidings outside main stem (iron in gravel), 1,198 feet.....	1,198 00
Freight house.....	1,400 00
Office and store room (Marshall).....	215 00
Office and store room (Clark).....	700 00
Baggage house.....	400 00
Five flag houses.....	165 00
Tank house and well.....	2,000 00
Total value.....	<u>\$9,778 00</u>

Local tax rate, \$0.85.

Tax for taxing district.....	\$88 11
State tax.....	48 89

Taxing District of Ocean Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds Branchport.....	\$3 000 00
engine house grounds, Long Branch.....	8,000 00
depot grounds, Long Branch.....	20,000 00
depot grounds, Elberon.....	5,000 00
depot grounds, Deal Beach.....	800 00
Sidings outside main stem (iron in gravel) 8,828 feet.....	8,828 00
Nine flag houses.....	315 00
Freight house (Branchport).....	1,200 00
Baggage house.....	570 00
Engine house.....	2,500 00
Water station.....	1,000 00
Turn table.....	700 00
Freight house (Long Branch).....	1,800 00
Baggage room (Elberon).....	200 00
Baggage room (Deal Beach).....	200 00
Coal bin.....	100 00
Ice house.....	70 00
Total value.....	<u>\$48,278 00</u>

Local tax rate, \$0.96.

Tax for taxing district.....	\$415 47
State tax.....	216 89

Taxing District of Neptune Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, station grounds, Asbury Park.....	\$14,000 00
excursion grounds, Ocean Grove.....	2,500 00
station grounds, Key East.....	4,000 00
Sidings outside main stem (iron in gravel), 8,856 feet.....	8,856 00
Freight house and platform, Asbury Park.....	2,660 00
Baggage and express rooms, with sheds.....	1,800 00
Three flag houses.....	75 00
Total value.....	<u>\$28,891 00</u>

Local tax rate, \$0.65.

Tax for taxing district..... \$184 54

State tax..... 141 96

Taxing District of Wall Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, station grounds, Ocean Beach.....	\$5,000 00
station grounds, Spring Lake.....	500 00
station grounds, Sea Girt.....	1,000 00
station grounds, Manasquan.....	500 00
station grounds, Brielle.....	500 00
at Sea View.....	50 00
Freight house.....	855 00
Baggage house.....	850 00
Two flag houses.....	60 00
Freight house.....	800 00
Tool house.....	165 00
Freight house.....	250 00
Signal house.....	800 00
Telegraph and baggage room.....	200 00
Pavilion at Sea Girt.....	700 00
Total value.....	<u>\$10,730 00</u>

Local tax rate, \$0.85.

Tax for taxing district..... \$91 20

State tax..... 58 65

404 PHILA. AND READING RAILROAD SYSTEM.

Taxing District of Brick Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds, Point Pleasant.....	\$5,000 00
depot grounds, Bay Head Junction.....	250 00
Sidings outside main stem, (iron in gravel) 6,027 feet.....	6,027 00
Water tank.....	1,500 00
Engine house.....	8,000 00
Turn table.....	700 00
Ice house.....	1,700 00
Coal bin.....	100 00
One flag house.....	30 00
Car Inspectors' house.....	100 00
Office and closet.....	200 00
Total value.....	<u>\$18,607 00</u>
Local tax rate, \$1.07.	
Tax for taxing district.....	\$186 07
State tax.....	98 03

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Machinery, tools and furniture.....	<u>\$32,888 00</u>
Total value.....	<u>\$32,888 00</u>
State tax.....	\$164 44

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the New York and Long Branch Railroad Company except for real estate used for railroad purposes, other than main stem...	\$8,882,888 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	<u>142,806 00</u>
Aggregate assessed valuation.....	<u>\$8,475,194 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$17,875 97
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	1,268 05
Total tax.....	<u>18,644 02</u>

OGDEN MINE RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	9,970 miles.
Value of main stem in New Jersey.....	\$148,117 00
State tax.....	740 58

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Morris county, Jefferson township.....	5.960
Sussex county, Sparta township.....	4.010
	9.970

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Jefferson Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds at Nolan's Point, 2.63 acres.....	\$263 00
Sidings outside main stem (iron), 3,590 feet.....	3,231 00
Water tank.....	600 00
Engine house.....	2,000 00
Repair shop.....	800 00
Howe scales.....	800 00
Tool house.....	75 00
Lumber shed.....	75 00
Wind mill.....	800 00
Oil house.....	75 00
Total value.....	\$8,219 00
Local tax rate, \$0.90 ⁶⁷ / ₁₀₀	
Tax for taxing district.....	\$74 52
State tax.....	41 14

Taxing District of Sparta Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, .189 mile.....	660 00
Tool house.....	40 00
Total value.....	<u>700 00</u>
Local tax rate, \$1.08.	
Tax for taxing district.....	\$7 00
State tax.....	8 50

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Ogden Mine Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$248,117 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	<u>8,919 00</u>
Aggregate assessed valuation.....	\$257,036 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$1,285 18
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	<u>81 52</u>
Total tax.....	\$1,366 70

PHILADELPHIA AND ATLANTIC CITY RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	54.499 miles.
Value of main stem in New Jersey.....	\$795,000 00
State tax.....	3,975 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Camden county, Camden city.....	1.682
Haddon township.....	8.084
Centre township.....	2.177
Gloucester township.....	6 810
Winslow township.....	11.244
Atlantic county, Hammonton township.....	4.174
Mullica township.....	8.108
Galloway township.....	5.909
Egg Harbor township.....	10.780
Atlantic City.....	.688
Total miles.....	54.499

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Camden City, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess, 11.61 acres.....	\$23,320 00
Sidings outside main stem, 4,288 feet.....	4,288 00
Freight slip.....	8,696 00
Section house and two flag houses.....	200 00

PHILA. AND ATLANTIC CITY RAILROAD CO. 409

Ash pit.....	\$850 00
Coal platform.....	50 00
Water tank.....	275 00
Crossing signals.....	80 00
Oil house.....	90 00
Cattle pen.....	85 00
Two blacksmith shops and one car shop.....	850 00
Turn table.....	2,600 00
Office.....	1,000 00
Machine shop.....	300 00
Pump house, boiler and oil houses.....	50 00
Blacksmith shop.....	200 00
Section house.....	175 00
Rack	600 00
Total value.....	\$42,404 00

Local tax rate, \$2.65.

Tax for taxing district.....	\$424 04
State tax.....	212 02

Taxing District of Haddon Township, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, .810 acre.....	\$62 00
Total value.....	\$62 00

Local tax rate, \$1.21.

Tax for taxing district.....	\$0 62
State tax.....	81

Taxing District of Centre Township, County of Camden.

DESCRIPTION OF PROPERTY.

Section house.....	\$175 00
Total value.....	\$175 00

Local tax rate, \$1.00.

Tax for taxing district.....	\$1 75
State tax.....	88

410 PHILA. AND READING RAILROAD SYSTEM.

Taxing District of Gloucester Township, County of Camden.

DESCRIPTION OF PROPERTY.

Section house.....	\$175 00
Tank.....	100 00
Pump and pump house.....	150 00
Total value.....	<u>\$425 00</u>
Local tax rate, \$1.20.	
Tax for taxing district.....	\$4 25
State tax	2 12

Taxing District of Winslow Township, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess at Williamstown and Winslow Junction, 8.878 acres.....	\$290 84
Sidings outside main stem, 1,040 feet.....	1,040 00
Two section houses.....	350 00
Engine and pump house.....	400 00
Water tank.....	207 00
One-half freight platform, Williamstown Junction.....	20 00
Total value.....	<u>\$2,807 84</u>
Local tax rate, \$1.74.	
Tax for taxing district.....	\$23 08
State tax.....	11 54

Taxing District of Hammonton Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 584 feet.....	\$584 00
Two section houses.....	350 00
Freight platform.....	20 00
Total value.....	<u>\$954 00</u>
Local tax rate, \$2.12.	
Tax for taxing district.....	\$9 54
State tax.....	4 77

Taxing District of Mullica Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem, .689 acre.....	\$95 00
Freight shed and platform.....	250 00
Section house.....	175 00
Total value.....	<u>\$520 00</u>
Local tax rate, \$2.48½.	
Tax for taxing district.....	\$5 20
State tax.....	2 60

Taxing District of Galloway Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Two section houses.....	\$350 00
Water tank, Egg Harbor.....	250 00
Pump and pump house Egg Harbor.....	400 00
Total value.....	<u>\$1,000 00</u>
Local tax rate, \$1.49.	
Tax for taxing district.....	\$10 00
State tax.....	5 00

Taxing District of Egg Harbor Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess and gravel pit, Pleasantville, 5.42 acres...	\$189 18
Sidings outside main stem, 708 feet.....	708 00
Section house.....	175 00
Section house.....	25 00
Total value.....	<u>\$1,042 18</u>
Local tax rate, \$1.65.	
Tax for taxing district.....	\$10 43
State tax.....	5 21

412 PHILA. AND READING RAILROAD SYSTEM.

Taxing District of Atlantic City, County of Atlantic.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess, 1.886 acres.....	\$7,844 00
Sidings outside main stem, 8,005 feet.....	8,805 00
Trestle bridge on excursion track.....	2,500 00
Watch house.....	50 00
Water column.....	200 00
Water tank.....	400 00
Ash pit.....	800 00
Turn table.....	2,500 00
Engine house.....	500 00
Freight platform and house.....	8,000 00
Two section houses.....	350 00
Safety gates.....	190 00
Total value.....	<u>\$26,199 00</u>
Local tax rate, \$2.00.	
Tax for taxing district.....	\$261 89
State tax.....	180 70

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Philadelphia and Atlantic City Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$845,700 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	75,028 97
Aggregate assessed valuation.....	<u>\$920,728 97</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$4,608 64
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	750 29
Total tax.....	<u>\$5,358 98</u>

SOUTH BRANCH RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	15.860 miles.
Value of main stem in New Jersey.....	\$846,920 55
State tax.....	1,784 60

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Somerset county, Bridgewater township.....	.790
Hillsborough township.....	6.800
Branchburg township.....	2.770
Hunterdon county, Readington township.....	3.400
Raritan township.....	2.100
	<u>15.860</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.*Taxing District of Bridgewater Township, County of Somerset.*

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 6,220 feet.....	\$6,220 00
Paint shop.....	500 00
Store room and tool house.....	150 00
Blacksmith shop.....	50 00
Tool house.....	15 00
Coal trestle.....	1,800 00
Total value.....	<u>\$8,785 00</u>
Local tax rate, \$0.96.	
Tax for taxing district.....	\$83 86
State tax.....	43 67

114 PHILA. AND READING RAILROAD SYSTEM.

Taxing District of Hillsborough Township, County of Somerset.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds at Ricefield, .896 acre.....	\$89 60
excess width between Ricefield and Flagtown	
station, .109 acre.....	10 90
depot grounds at Flagtown, 1.850 acres.....	185 00
Total value.....	<u>\$285 50</u>

Local tax rate, \$0.85.

Tax for taxing district..... \$2 48

State tax..... 1 48

Taxing District of Branchburg Township, County of Somerset.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds Neshaanic Station, 1.78 acres.....	\$500 00
at Woodfern, 1.00 acre.....	100 00
Sidings outside main stem, 400 feet.....	400 00
Freight depot, Nechanic.....	300 00
Tool house.....	15 00
Total value.....	<u>\$1,315 00</u>

Local tax rate, \$0.98.

Tax for taxing district..... \$12 28

State tax..... 6 57

Taxing District of Readington Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 1.03 acres.....	\$103 00
depot grounds at Three Bridges, 1.88 acres.....	500 00
Freight depot at Three Bridges.....	300 00
Coal trestle.....	270 00
Total value.....	<u>\$1,173 00</u>

Local tax rate, \$1.10.

Tax for taxing district..... \$11 73

State tax..... 5 87

Taxing district of Raritan Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 2.062 acres.....	\$600 00
Flemington depot grounds, 2.170 acres.....	2,170 00
Sidings outside main stem, 868 feet.....	368 00
Freight station at Flemington.....	800 00
Water tank and tank house.....	500 00
Engine house.....	1,000 00
Turn table.....	1,000 00
Peach basket shed.....	150 00
Total value.....	<u>\$6,088 00</u>
Local tax rate, \$1.08.	
Tax for taxing district.....	\$60 88
State tax.....	80 42

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the South Branch Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$347,420 55
Assessed valuation of real estate used for railroad purposes, other than main stem.....	17,591 50
Aggregate assessed valuation.....	<u>\$365,012 05</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$1,825 06
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	171 06
Total tax.....	<u>\$1,996 14</u>

TOMS RIVER RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	7.579 miles.
Value of main stem in New Jersey.....	\$44,000 00
State tax.....	220 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Ocean county, Manchester township.....	2.746
Dover and Berkeley townships.....	4.204
Dover township.....	.561
Berkeley township.....	.068
	<u>7.579</u>

NOTE.—The centre line of "right of way" is the boundary line between Berkeley township on the west and Dover township on the east.

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Manchester Township, County of Ocean.*

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 400 feet.....	\$400 00
Frame car house.....	800 00
Tool house.....	10 00
Track scale.....	500 00
Total value.....	<u>\$1,710 00</u>
Local tax rate, \$2.01½.	
Tax for taxing district.....	\$17 10
State tax.....	8 55

Taxing District of Dover Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Old turn table.....	\$10 00
Total value.....	\$10 00
Local tax rate, \$1.88.	
Tax for taxing district.....	\$.10
State tax.....	.05

Taxing District of Berkeley Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Land outside main stem, .14 acre.....	\$14 00
Sidings outside main stem, 457 feet.....	457 00
Total value.....	\$471 00
Local tax rate, \$1.80.	
Tax for taxing district.....	\$4 71
State tax.....	2 86

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Toms River Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$44,900 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	2,191 00
Aggregate assessed valuation.....	\$47,091 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$285 46
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	21 91
Total tax.....	\$257 87

TOMS RIVER AND WARETOWN RAILROAD COMPANY.

 VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	14.707 miles.
Value of main stem in New Jersey.....	\$90,860 00
State tax.....	451 80

 LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles
Ocean county, Berkeley township.....	5.709
Lacy township.....	4.570
Ocean township.....	2.932
Union township.....	1.496
	<hr/> 14.707

 VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.
Taxing District of Berkeley Township County of Ocean.

DESCRIPTION OF PROPERTY.

Land outside main stem, .98 acre.....	\$98 00
Wharfage at Toms River, timber, piles, &c.....	1,200 00
Total value.....	<hr/> \$1,298 00
Local tax rate, \$1.80.	
Tax for taxing district.....	\$12 98
State tax.....	6 48

Taxing District of Union Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Land outside main stem, at Barnegat, .286 acre.....	\$57 00
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TOMS RIVER AND WARETOWN R. R. CO. 419

Sidings outside main stem, 383 feet.....	\$883 00
Engine house.....	200 00
Coal bin.....	100 00
Turn table.....	500 00
Pump house and tank.....	200 00
Freight house.....	300 00
Tool house.....	25 00
Total value.....	<u>\$1,764 00</u>

Local tax rate, \$1.83.	
Tax for taxing district.....	\$17 64
State tax.....	8 82

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Toms River and Waretown Railroad Company, except for real estate used for railroad purposes, other than main stem....	\$91,860 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	8,057 00
Aggregate assessed valuation.....	<u>\$94,417 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$472 08
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	80 57
Total tax.....	<u>\$502 65</u>

420 PHILA. AND READING RAILROAD SYSTEM.

VINELAND RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	46.816 miles.
Value of main stem in New Jersey.....	\$420,000 00
State tax.....	2,100 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Atlantic county, Hammonton township.....	.506
Buena Vista township.....	8.816
Camden county, Waterford township.....	5.544
Winslow township.....	6.454
Gloucester county, Monroe township.....	.850
Salem county, Pittsgrove township.....	2.458
Cumberland county, Landis township.....	5.614
Deerfield township.....	5.563
Bridgeton city.....	2.705
Hopewell township.....	3.787
Greenwich township.....	5.045
	<hr/> 46.816

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Hammonton Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Sidings outside main stem 1,441 feet.....	\$1,441 00
Engine and pump house.....	800 00
Turn table.....	200 00
Tool house.....	5 00
Total value.....	<hr/> \$2,446 00

VINELAND RAILROAD CO.

421

Local tax rate, \$2.12.	
Tax for taxing district.....	\$24 46
State tax	13 28

Taxing District of Buena Vista Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Engine pump house and water tank.....	\$250 00
Total value.....	\$250 00

Local tax rate, \$2.00.	
Tax for taxing district.....	\$2 50
State tax.....	1 25

Taxing District of Waterford Township, County of Camden.

DESCRIPTION OF PROPERTY.

Platform.....	\$20 00
Total value.....	\$20 00

Local tax rate, \$1.65.	
Tax for taxing district.....	\$0 20
State tax.....	10

Taxing District of Winslow Township, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, at Elm station, .420 acre.....	\$80 00
Sidings outside main stem, 1,941 feet.....	1,941 00
Freight house, Winslow Junction.....	250 00
Total value.....	\$2,221 00

Local tax rate, \$1.74.	
Tax for taxing district.....	\$23 21
State tax.....	11 10

422 PHILA. AND READING RAILROAD SYSTEM.

Taxing District of Landis Township, County of Cumberland.

DESCRIPTION OF PROPERTY.

Land outside main stem in Vineland borough, 1.94 acres.....	\$1,000 00
Sidings outside main stem, 440 feet.....	440 00
Tool house.....	10 00
One story store house.....	100 00
Fruit shed.....	800 00
Total value.....	<u>\$2,350 00</u>
Local tax rate, \$1.08.	
Tax for taxing district.....	\$23 50
State Tax.....	11 75

Taxing District of Bridgeton City, County of Cumberland.

DESCRIPTION OF PROPERTY.

Land outside main stem.....	\$750 00
Sidings outside main stem, J. A. Clark's, 1,000 feet.....	750 00
yard, 5,292 feet.....	5,292 00
Four switches.....	200 00
Old freight house.....	800 00
New freight house.....	5,000 00
Tool house.....	5 00
Stand pipe.....	200 00
Coal trestle.....	2,000 00
Platform scales.....	200 00
Total value.....	<u>\$14 697 00</u>
Local tax rate, \$1.60.	
Tax for taxing district.....	\$146 97
State tax.....	78 49

Taxing District of Greenwich Township, County of Cumberland.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.70 acres.....	\$190 00
Sidings outside main stem, 210 feet.....	210 00
Wharf.....	700 00
Two story frame tenement house.....	1,000 00

VINELAND RAILROAD CO.

423

Frame engine house.....	\$200 00
Turn table.....	100 00
Tool house.....	5 00
Cattle pen.....	15 00
Total value.....	<u>\$2,420 00</u>

Local tax rate, \$0.86.

Tax for taxing district.....	\$20 81
State tax.....	12 10

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Vineland Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$426,850 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	24 404 00
Aggregate assessed valuation.....	<u>\$450,754 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$2,253 77
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	240 65
Total tax.....	<u>\$2,494 42</u>

424 PHILA. AND READING RAILROAD SYSTEM.

WEST END RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	1.550 miles.
Value of main stem in New Jersey.....	\$90,000 00
State tax.....	450 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

Monmouth county, Ocean township.....	1.550
	<u>1.550</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Ocean Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess depot grounds, .541 acre.....	\$2 164 00
Water tank.....	250 00
Two watch houses.....	100 00
Total value.....	<u>\$2,514 00</u>
Local tax rate, \$0.96.	
Tax for taxing district.....	\$24 18
State tax.....	12 57

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the West End Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$90,590 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	2,514 00
Aggregate assessed valuation.....	<u>\$93,044 00</u>

WEST END RAILROAD CO.

425

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$465 22
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	24 18
Total tax.....	<hr/> \$489 85

28

426 PHILA. AND READING RAILROAD SYSTEM.

WILLIAMSTOWN AND DELAWARE RIVER RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	15.848 miles.
Value of main stem in New Jersey.....	\$115,000 00
State tax.....	575 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Camden county, Waterford township.....	.795
Winslow township.....	6.005
Gloucester county, Monroe township.....	7.197
Glassboro township.....	1.851
	<u>15.848</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Waterford Township, County of Camden.

DESCRIPTION OF PROPERTY.

Land outside main stem, at Atco, 1.141 acres.....	\$28 00
Sidings outside main stem on "Y" at Atco, 1,684 feet.....	1,684 00
Tool house.....	5 00
Telegraph line.....	85 00
Total value.....	<u>\$1,752 00</u>
Local tax rate, \$1.65.	
Tax for taxing district.....	\$17 52
State tax.....	8 76

Taxing District of Winslow Township, County of Camden.

DESCRIPTION OF PROPERTY.

Freight house and shed (Wilton).....	\$200 00
Freight house and shed (Sicklertown).....	200 00
Tank and engine house	300 00
Telegraph line.....	180 00
Total value.....	<u>\$880 00</u>

Local tax rate, \$1.74.

Tax for taxing district..... \$8 80

State tax..... 4 40

Taxing District of Monroe Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess, 1.84 acres.....	\$650 00
at gravel pit, 1.08 acres.....	50 00
Sidings outside main stem, 1,457 feet.....	1,457 00
Freight house.....	400 00
Engine house.....	400 00
Pump, tank and tank house.. ..	800 00
Engine room.	50 00
Tool house.....	20 00
Turn table.....	350 00
Coal bin.....	25 00
Freight house and shed.....	200 00
Telegraph line.....	240 00
Total value.....	<u>\$4,142 00</u>

Local tax rate, \$1.16.

Tax for taxing district..... \$41 43

State tax..... 20 71

Taxing District of Glassboro Township, County of Gloucester

DESCRIPTION OF PROPERTY.

Land outside main stem, .72 acre.....	\$140 00
Freight house and shed.....	200 00
Telegraph lines.....	100 00
Total value.....	<u>\$440 00</u>

428 PHILA. AND, READING RAILROAD SYSTEM.

Local tax rate, \$1.05½.

Tax for taxing district.....	\$4 40
State tax.....	2 20

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

One locomotive.....	\$4,250 00
One locomotive.....	2,500 00
One locomotive.....	8,000 00
One passenger car.....	2,800 00
One combination car.....	2,520 00
Four gondola cars.....	1,120 00
Four box cars.....	1,440 00
Three hand cars.....	185 00
Three hand trucks.....	80 00
One Erricson hot-air pumping engine.....	10 00
One steam pump and boiler.....	400 00
Tools, machinery, &c.	140 00
Total value.....	<u>\$18,345 00</u>
State tax.....	\$91 72

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Williamstown and Delaware River Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$188,895 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	7,314 00
Aggregate assessed valuation.....	<u>\$145,509 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$727 54
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	72 14
Total tax.....	<u>\$799 68</u>

PHILADELPHIA AND READING RAILROAD COMPANY
(LESSEE.)

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

Statement of the rolling stock and tangible personal property of the "Philadelphia and Reading Railroad Company," owned, used or hired for use in the State of New Jersey, New York and Pennsylvania, as it existed on the first day of January, 1886, together with the values thereof :

Nine hundred and forty-four locomotives	\$6,824,800 00	
Eight hundred and forty-four passenger cars, eight wheels	\$2,868,200 00	\$6,824,800 00
Five passenger cars, four wheels	125 00	
One hundred and seven baggage cars, eight wheels,	128,400 00	
		2,491,725 00
Ten thousand eight hundred and seventy-nine coal cars, eight wheels	\$4,351,600 00	
Thirty-one thousand six hundred and fifty-eight coal cars, four wheels	4,748,700 00	
		9,100,800 00
One gondola car, sixteen wheels	775 00	
Five thousand seven hundred and eighty-four gondola cars, eight wheels	\$3,062,240 00	
Thirty-eight gondola cars, four wheels	2,660 00	
Four thousand two hundred and fifty-five box cars, eight wheels	1,702,000 00	
Twenty-nine box cars, four wheels	2,900 00	
Two hundred and eighty-seven oil tank cars, eight wheels	107,625 00	
One hundred and sixty-one stock cars, eight wheels,	48,800 00	
Twenty-eight ore cars, eight wheels	8,400 00	
Seven hundred ore cars, six wheels	192,500 00	
Two hundred and eighty-five ore and stone cars, four wheels	42,750 00	
Two crate cars, eight wheels	400 00	
Eight derrick cars, eight wheels	6,800 00	
Five derrick cars, four wheels	1,250 00	

430 PHILA. AND READING RAILROAD SYSTEM.

Six cabin cars, eight wheels.....	\$4,050 00	
One hundred and ninety-four cabin cars, four wheels.	48,500 00	
Twenty-four refrigerator cars, eight wheels.....	16,200 00	
One bunk car, eight wheels.....	670 00	
Five snow plow cars, eight wheels.....	1,000 00	
One snow plow car, six wheels.....	275 00	
Thirty snow plows.....	8,900 00	
Nineteen wreck tool cars, eight wheels.....	11,020 00	
Five wreck tool cars, four wheels.....	600 00	
Two hundred and forty-one lime cars, eight wheels	72,800 00	
Forty-seven lime cars, six wheels.....	9,400 00	
One hundred and sixty lime cars, four wheels.....	24,000 00	
Six hundred and thirty-one dump cars, four wheels	126,200 00	
Eleven sand cars, four wheels.....	1,820 00	
Thirteen open cars, four wheels.....	1,800 00	
Four scale test cars, four wheels.....	8,200 00	
Two hundred and fifteen gravel cars, four wheels...	21,500 00	
Eleven caboose cars, eight wheels.....	6,600 00	
Eighty-one caboose cars, four wheels.....	16,200 00	
		\$4,566,885 00
Total value.....		\$22,488,660 00

USED ON CENTRAL RAILROAD OF NEW JERSEY AND BRANCHES.

Description of Property.	Value.	Percentage of time used in New Jersey.	Taxable Value.
Locomotives.....	\$6,824,800 00	.20049	\$1,268,059 00
Passenger cars.....	2,491,725 00	.25171	627,192 00
Coal cars.....	9,100,800 00	.20361	1,852,912 00
Freight and work cars	4,566,885 00	.17265	788,464 00
Ferry boat Fanwood.....	85,500 00	.50	42,750 00
Ferry boat Plainfield.....	95,500 00	.50	47,750 00
Ferry boat Communipaw.....	100,000 00	.50	50,000 00
Ferry boat Central.....	88,000 00	.50	44,000 00
Ferry boat Elizabeth.....	88,500 00	.50	44,250 00
Steamer Kill von Kull.....	77,000 00	.50	38,500 00
Steamer Chancellor.....	52,000 00	.50	26,000 00
Tug boat Hopatcong.....	1,500 00	1.00	1,500 00
Three tow boats.....	40,000 00	.50	20,000 00
Eleven car floats.....	98,000 00	.50	48,500 00
Machinery, tools and furniture	198,900 00	1.00	198,900 00
			\$5,096,777 00
State tax.....			\$25,488 88

PHILA. AND READING R. R. CO. LESSEE. 431

USED ON NEW JERSEY SOUTHERN RAILWAY AND BRANCHES.

Description of Property.	Value.	Percentage of time used in New Jersey.	Taxable Value.
Locomotives.....	\$6,824,800 00	.02795	\$176,778 00
Passenger cars.....	2,491,725 00	.08719	92,867 00
Coal cars.....	9,100,800 00	.00088	8,008 00
Freight and work cars.....	4,566,885 00	.01512	69,050 00
Steamer Jessie Hoyt.....	64,000 00	.50	82,000 00
Steamer St. Johns.....	102,000 00	.50	51,000 00
Steamer City of Richmond.....	87,000 00	.11644	10,180 00
Machinery, tools and furniture.....	20,900 00	1.00	20,900 00
			<hr/>
			\$460,538 00
State tax.....			\$2,802 67

USED ON NEW YORK AND LONG BRANCH RAILROAD.

Locomotives	\$6,824,800 00	.01886	\$87,662 00
Passenger cars.....	2,491,725 00	.04088	100,616 00
Coal cars.....	9,100,800 00	.00091	8,281 00
Freight and work cars.....	4,566,885 00	.00638	29,186 00
			<hr/>
			\$225,695 00
State tax.....			\$1,128 48

USED ON DELAWARE AND BOUND BROOK RAILROAD AND BRANCHES.

Locomotives	\$6,824,800 00	.02241	\$141,739 00
Passenger cars.....	2,491,725 00	.04118	102,484 00
Coal cars.....	9,100,800 00	.01748	158,618 00
Freight and work cars.....	4,566,885 00	.02860	107,777 00
Machinery, tools and furniture.....	16,500 00	1.00	16,500 00
			<hr/>
			\$527,118 00
State tax.....			\$2,685 59

USED ON PHILADELPHIA AND ATLANTIC CITY RAILROAD.

Locomotives.....	\$6,824,800 00	.01198	\$75,455 00
Passenger cars.....	2,491,725 00	.02855	58,680 00
Coal cars.....	9,100,800 00	.00086	8,278 00

482 PHILA. AND READING RAILROAD SYSTEM.

Freight and work cars.....	\$4,566,885 00	.00460	\$21,007 00
Three passenger cars.....	8,000 00	1.00	8,000 00
Steamer F. P. James.....	40,000 00	.80	12,000 00
Steamer Transit.....	25,000 00	.50	12,500 00
Machinery, tools and furniture.....	2,000 00	1.00	2,000 00
			<hr/>
			\$187,918 00
State tax.....			\$989 59

USED ON WILLIAMSTOWN AND DELAWARE RIVER RAILROAD AND BRANCHES.

Locomotives.....	\$6,324,800 00	.00159	\$10,056 00
Passenger cars.....	2,491,725 00	.00129	8,214 00
Coal cars.....	9,100,800 00	.00005	455 00
Freight and work cars.....	4,566,885 00	.00084	8,836 00
			<hr/>
			\$17,561 00
State tax.....			\$87 80

USED ON CAMDEN, GLOUCESTER AND MT. EPHRAIM RAILROAD.

Locomotives.....	\$6,324,800 00	.00096	\$6,072 00
Freight and work cars.....	4,566,885 00	.00001	46 00
Machinery, tools and furniture.....	80 00	1.00	80 00
			<hr/>
			\$6,198 00
State tax.....			\$30 99

SUMMARY.

Central Railroad of New Jersey and branches.....	\$5,096,777 00	\$25,488 88
New Jersey Southern Railway and branches.....	460,588 00	2,802 67
New York and Long Branch Railroad.....	225,695 00	1,128 48
Delaware and Bound Brook Railroad and branches.	527,118 00	2,635 59
Philadelphia and Atlantic City Railroad	187,918 00	989 59
Williamstown and Delaware River Railroad and branches.....	17,561 00	87 80
Camden, Gloucester and Mt. Ephraim Railroad....	6,198 00	80 99
	<hr/>	<hr/>
	\$6,521,800 00	\$82,609 00

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Philadelphia and Reading Railroad Company (Lessee), except for real estate used for railroad purposes, other than main stem.....	\$6,521,800 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	.....
Aggregate assessed valuation.....	<u>\$6,521,800 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$82,609 00
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	.....
Total tax.....	<u>\$82,609 00</u>

NEW YORK, LAKE ERIE AND WESTERN RAIL- ROAD SYSTEM.

BERGEN COUNTY RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	11.562 miles.
Value of main stem in New Jersey.....	\$879,406 00
State tax.....	1,897 08

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Bergen county, Union township.....	.404
Lodi township.....	1.706
Saddle River township.....	7.172
Ridgewood township.....	.708
Dundee Spur—	
Bergen county, Saddle River township.....	.407
Passaic county, Passaic city.....	1.165
	<hr/> 11.562

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Lodi Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.25 acres.....	\$250 00
Sidings outside main stem, 7,790 feet.....	8,569 00

436 N. Y. L. E. AND W. RAILROAD SYSTEM.

Signal tower.....	\$100 00
Water tank.....	700 00
Pump house.....	750 00
Tool house.....	200 00

Total value.....	<u>\$10,569 00</u>
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Local tax rate, \$1.87.

Tax for taxing district.....	\$105 69
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State tax.....	52 84
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[DUNDEE SPUR.]

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.

Taxing District of Saddle River Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Tool house at Garfield.....	\$90 00
Tool house at Fair Lawn.....	90 00
Total value.....	<u>\$180 00</u>

Local tax rate, \$1.60.

Tax for taxing district.....	\$1 80
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State tax.....	90
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Taxing District of Passaic City, County of Passaic.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, Dundee spur, 8,181 feet.....	\$8,444 00
Dundee agent's office.....	25 00
Total value.....	<u>\$8,469 00</u>

Local tax rate, \$2.74.

Tax for taxing district.....	\$84 69
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State tax.....	17 35
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VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Bergen County Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$398,806 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	14,218 00
Aggregate assessed valuation.....	<u>\$412,824 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	2,064 12
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	142 18
Total tax.....	<u>\$2,206 30</u>

BERGEN AND DUNDEE RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	.568 miles.
Value of main stem in New Jersey.....	\$6,000 00
State tax.....	80 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Passaic county, Passaic City.....	.568

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Bergen and Dundee Railroad Company, except for real estate used for railroad purposes, other than main stem..	\$6,180 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	.....
Aggregate assessed valuation.....	\$6,180 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$80 90
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	.....
Total tax.....	\$80 90

LONG DOCK COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	2.798 miles.
Value of main stem in New Jersey.....	\$1,794,000 00
State tax.....	8,970 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Jersey City.....	2.798

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.*Taxing District of Jersey City, County of Hudson.*

DESCRIPTION OF PROPERTY.

Land outside main stem.

Plot used for terminal purposes, bounded as follows: North by Pavonia avenue, west by east line Blocks 148 and 149 city map; south by centre of Seventh street and east by exterior line for solid filling with lands under water in front of, to pier line; also lots 11 to 16, and 25 to 30 inclusive. Block 148 and lots 11 to 16 and 25 to 30 inclusive. Block 1491; containing 22.68 acres (2.00 acres filled and 20.68 under water)

\$594,250 00

All lands bounded as follows: Beginning at the intersection of the centre line of Twelfth street and the exterior line for solid filling as fixed by the Riparian Commissioners; thence along centre line of Twelfth street westerly to easterly side of Provost street; thence along easterly side of Provost street southerly to the northerly side of Ninth street; thence along the northerly side of Ninth street easterly to the easterly side of Barnum street; thence along the easterly side of Barnum street southerly to centre of Block 117; thence along centre of Block 117, one hundred feet north of Pavonia avenue easterly to the easterly side of Kelso street; thence southerly along the easterly side of Kelso

street one hundred feet to the northerly side of Pavonia avenue as improved; thence easterly along the northerly side of Pavonia avenue to the exterior line for solid filling; thence northerly along the exterior line for solid filling to the centre line of Twelfth street with lands in front thereof to exterior line for piers, excepting main stem and lot 17, Block 151, 14.51 acres.....	\$1,690,400 00
Block 182, lots 26 to 32, south side of Tenth street, 17,500 feet.....	10,500 00
Block 182, lots 3, 4 and 6, west side of Provost street, 7,500 feet.....	5,100 00
Block 188, north and south of main stem, 40,000 feet.....	25,600 00
Block 218, north and south of main stem, 40,000 feet.....	26,800 00
Block 286, north of main stem; lots 11 to 16 Tenth street, 15,000 feet.....	7,800 00
Block 328, north and south of main stem, 40,000 feet.....	22,800 00
Block 360, north and south of main stem, 40,000 feet.....	18,000 00
Block 395, north and south of main stem, 40,000 feet.....	13,200 00
Block 395, lots 18 to 16, north side of Eleventh street.....	2,200 00
Block 396, lots 17 and 18, east side of Brunswick street, 5,000 feet.....	1,100 00
Block 398, lots 1 to 8, west side of Monmouth street, 18,375 feet.....	8,750 00
Block 399, lots 1 to 8, west side of Monmouth street, 20,000 feet.....	4,000 00
Block 400, lots 1 to 8, west side of Monmouth street, 20,000 feet.....	2,400 00
Block 401, lots 1 to 8, west side of Monmouth street, 20,000 feet.....	2,400 00
Block 421, north and south Main stem, 51,500 feet.....	16,995 00
Block 452, lots 1 to 8, west side of Division street, 20,000 feet.....	4,800 00
Block 458, west side of Division and north side of Eleventh street, 8,720 feet.....	2,180 00
Block 547, north and south of main stem, 52,815 feet.....	9,500 00
Block 692, north of main stem to centre of Elm street slope, 3,400 feet, Block 956, north and south of main stem west of centre of Germania avenue, 22,400 feet.....	608 00 2,540 00
Block 957, intersection of centres of Germania avenue and Elm street slope, 1,600 feet.....	160 00
Block 961, lot 1, yard each side of main stem, 827,200 feet.....	30,176 00
Block 961, lot 2, yard each side of main stem, 172,150 feet.....	15,772 00
Block 971, parts of lots 15, 16 and 17, east of main stem, 5,600 feet....	448 00
Block 1200, all of lot 24, except main stem, Boonton Branch, 30.894 acres.....	16,580 70
Block 1,200, all of lots 20 to 21, 212,600 feet.....	2,944 00
Block 1,200, all of lot 29, except main stem, Boonton branch, 28.215 acres.....	12,112 50
Block 1,200, all of lot 38, 80,492 feet.....	850 00
Block 1,200, all of lot 38, 2.21 acres.....	1,105 00
Block 1,200, part of lot 39, 4.57 acres.....	2,285 00
Block 1,182, lot 42, 1.29 acres.....	645 00
Elevator pier No. 1, 166,000 feet.....	92,960 00
Elevator building.....	600,000 00
Steamship wharf No. 2.....	86,070 00
Warehouse on No. 2.....	21,070 00
Ferry wharf, slips and float No. 8.....	35,000 00
Ferry building No. 8.....	82,000 00

Covered passage to ferry building.....	\$800 00
Pier No. 4.....	81,900 00
Buildings on pier No. 4.....	400 00
Pier No. 5.....	17,500 00
Buildings on pier No. 5.....	16,100 00
Pier No. 6.....	80,800 00
Buildings on Pier No. 6.....	12,470 00
Transfer freight float No. 7.....	25,000 00
Pier No. 8.....	19,880 00
Building on pier No. 8.....	6,885 00
Pier No. 9.....	74 500 00
Buildings on pier No. 9.....	14,800 00

Buildings in Yard—

Flour shed.....	2,000 00
Signal house.....	100 00
Office (frame, slate roof and sides, two story).....	6,000 00
Frame building.....	800 00
Platform between Nos. 8 and 9.....	1,000 00
Coal trestle and pockets.....	4,000 00
United States express freight depot.....	6,000 00
Cattle sheds.....	10,000 00
Oil house.....	100 00
Milk depot (platform and buildings).....	2,000 00
Carpenter shops.....	1,250 00
Building	100 00
Scale house.....	200 00
Pullman's car building (brick).....	2,000 00
Pullman's car sheds.....	800 00
Brick building (oil house).....	400 00
New Jersey and New York freight depot.....	1,000 00
Office (two story, slate roof).....	500 00
Machine and boiler shops (brick).....	10,000 00
Erecting and other buildings.....	7,500 00
Office and store rooms.....	600 00
Gas house, (brick) and gasometer.....	15,000 00
Freight house office, (brick) and sheds.....	10,000 00
Oil house and sand shed.....	800 00
Shop.....	500 00
Supervisor's office.....	250 00
Foundry.....	2,000 00
Paint shop (brick).....	8,000 00
Car repair shed.....	600 00
Office.....	1,000 00
Car shops.....	5,000 00
Boiler room.....	1,200 00
Twenty-two (22) switch houses.....	550 00
Signal houses and tool house (tunnel).....	500 00

442 N. Y., L. E. AND W. RAILROAD SYSTEM.

At West End, Bergen Junction—

Oil house.....	\$80 00
Switch tender's dwelling.....	150 00
Two closets.....	50 00
Nine switch houses.....	290 00
Two signal houses.....	750 00
Tool house.....	50 00
Engine house (29 stalls).....	25,000 00
Blacksmith shop.....	50 00
Coal pockets (complete).....	18,000 00
Track—	
Sidings outside main stem, 184,148 feet.....	150,246 00
Land formerly assessed to N. Y., L. E. and W. R. R.—	
Block 1,200, all of plots 59, 60 and 61, 12.49 acres.....	8,747 00
Block 1,300, all of plots 39, 55, 56 and 57 between right of way of Paterson and Hudson River R. R. and line parallel to and 800 feet west thereof, 10.12 acres.....	8,441 50
Block 897, lots 1 to 8, .46 acre.....	4,400 00
Block 896, parts of lots 29 to 32, .11 acre.....	1,100 00
Block 971, lot 40, with old laundry building, 4.00 acres.....	16,000 00
Block 1,182, all of lots 43, 44 and 46, between line of right of way of Paterson and Hudson River R. R. and line 100 feet north of and parallel thereto, 2.38 acres.....	900 00
Block 1182, plots 47, 48, 49, 50 and 51, 24.80 acres.....	9,720 00
Total value.....	<u>\$3,951,260 70</u>
Local tax rate, \$2.94.	
Tax for taxing district.....	\$89,512 61
State tax	19,766 80

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Long Dock Company, except for real estate used for railroad purposes, other than main stem.....	\$2,272,500 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	8,951,260 70
Aggregate assessed valuation.....	<u>\$6,223,760 70</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$31,118 80
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	89,512 61
Total tax.....	<u>\$70,631 41</u>

NEWARK AND HUDSON RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	5.600 miles.
Value of main stem in New Jersey.....	\$867,456 00
State tax.....	1,887 28

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Essex county, Newark city.....	.190
Hudson county, Kearney township.....	4.071
Harrison, town of.....	.640
Jersey City.....	.699
	<hr/> 5.600

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Newark City, County of Essex.*

DESCRIPTION OF PROPERTY.

Three tool houses.....	\$200 00
Flag house on bridge.....	20 00
Land formerly assessed to N. Y., L. E. and W. R. R.—	
Block 520, lots 2, 4 and 46.....	8,500 00
Plot west side of Passaic street, south of railroad yard.....	10,000 00
Total value.....	<hr/> \$18,720 00
Local tax rate, \$2.08.	
Tax for taxing district.....	\$187 20
State tax.....	68 60

Taxing District of Kearney Township, County of Hudson.

DESCRIPTION OF PROPERTY

Land outside main stem, excess width, 1.00 acre.....	\$4,000 00
Dwelling house, Hackensack bridge.....	800 00
Signal house, Hackensack bridge.....	50 00
Watch house, Hackensack bridge.....	85 00
Total value.....	<u>\$4,885 00</u>

Local tax rate, \$2.56.

Tax for taxing district..... \$48 85

State tax..... 24 43

Taxing District Town of Harrison, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 1.40 acres.....	\$4,200 00
plot near Harrison depot, .20 acres.....	600 00
Total value.....	<u>\$4,800 00</u>

Local tax rate, \$2.40.

Tax for taxing district..... \$48 00

State tax..... 24 00

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Newark and Hudson Railroad Company except for real estate used for railroad purposes, other than main stem...	\$442,456 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	23,405 00
Aggregate assessed valuation.....	<u>\$465,861 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$2,329 31
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.	234 05
Total tax.....	<u>\$2,563 36</u>

NORTHERN RAILROAD CO. OF NEW JERSEY. 445

NORTHERN RAILROAD COMPANY OF NEW JERSEY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	20,000 miles.
Value of main stem in New Jersey.....	\$478,870 44
State tax.....	2,891 85

NOTE.—Total length of main stem from north line of Jersey City, N. J., to Sparkhill, N. Y., 20,299 miles.

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Jersey City.....	1.141
North Bergen township.....	4.604
Bergen county, Ridgefield township.....	4.114
Englewood township.....	2.014
Palisade township.....	3.435
Harrington township.....	4.692
	<hr/> 20,000

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of North Bergen Township, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, at New Durham, 2.00 acres.....	\$500 00
Sidings outside main stem, 900 feet.....	900 00
Tool and freight house at Homestead.....	100 00
Tool and flag house at Granton.....	50 00
Total value.....	<hr/> \$1,550 00
Local tax rate, \$1.82½.	
Tax for taxing district.....	\$15 50
State tax.....	7 75

Taxing District of Ridgefield Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds at Ridgefield, 4,000 feet.....	\$850 00
triangle at Leonia.....	25 00
Ridgefield freight house.....	200 00
Leonie Freight house.....	150 00
Total value.....	\$725 00
Local tax rate, \$1.12.	
Tax for taxing district.....	\$7 25
State tax.....	8 62

Taxing District of Englewood Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds.....	\$800 00
lot at Highwood, .88 acre.....	498 00
Freight house at Englewood.....	300 00
Flag house.....	25 00
Tool house.....	75 00
Two water tanks.....	200 00
Tool house at Highwood.....	25 00
Total value.....	\$1,428 00
Local tax rate, \$1.19.	
Tax for taxing district.....	\$14 28
State tax.....	7 12

Taxing District of Palisade Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, gore at Cresskill.....	\$75 00
Sidings outside main stem, 800 feet.....	800 00
Freight house at Tenafly.....	300 00
Freight house at Cresskill.....	300 00
Total value.....	\$1,475 00

NORTHERN RAILROAD CO. OF NEW JERSEY. 447

Local tax rate, \$1.82½.	
Tax for taxing district.....	\$14 75
State tax.....	7 87

Taxing District of Harrington Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, gore at Closter.....	\$50 00
triangle near Closter.....	25 00
excess width, Norwood, 10,925 feet.....	150 00
excess width, Neuvry, 24,000 feet.....	100 00
Freight depot at Demarest.....	200 00
Freight depot at Closter.....	800 00
Tool house.....	75 00
Coal box.....	25 00
Freight depot at Norwood.....	800 00
Total value.....	<u>\$1,225 00</u>

Local tax rate, \$1.78.	
Tax for taxing district.....	\$12 25
State tax.....	6 18

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Northern Railroad Company of New Jersey, except for real estate used for railroad purposes, other than main stem.....	\$729,970 44
Assessed valuation of real estate used for railroad purposes, other than main stem.....	6,398 00
Aggregate assessed valuation.....	<u>\$786,868 44</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$8,681 84
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	88 98
Total tax.....	<u>\$8,745 82</u>

PATERSON AND HUDSON RIVER RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	12.575 miles.
Value of main stem in New Jersey.....	\$802,500 00
State tax.....	4,012 50

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Jersey City.....	1.184
North Bergen township.....	1.789
Bergen county, Union township.....	4.768
Passaic county, Passaic city.....	1.708
Acquackanonk township.....	1.783
Paterson city.....	1.898
	12.575

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Jersey City, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, between Newark and St. Paul's avenues, (used for yard) 62,400 feet.....	\$7,488 00
between St. Paul's avenue and Merseles lane, 76,600 feet.....	7,660 00
between Merseles lane and junction with main stem, 99,800 feet.....	7,984 00
excess width, east of Pen Horn creek, 142,600 feet	1,640 00
Sidings outside main stem, 77,868 feet.....	87,212 00
Car repair shop.....	100 00

PATERSON AND HUDSON RIVER R. R. CO. 449

Bridge over Newark branch.....	\$5,000 00
Signal house.....	150 00
Signal house at Pen Horn.....	200 00
Total value.....	<u>\$117,484 00</u>

Local tax rate, \$2.94.	
Tax for taxing district.....	\$1,174 84
State tax.....	587 17

Taxing District of North Bergen Township, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width east of Hackensack river, 156,800 feet.....	\$589 00
Total value.....	<u>\$589 00</u>

Local tax rate, \$1.82 $\frac{1}{2}$.	
Tax for taxing district.....	5 89
State tax.....	2 70

Taxing District of Union Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width between Hackensack river and Berry's creek, 246,100 feet.....	\$566 00
Land outside main stem, excess width between Berry's creek and road at Rutherford Park, 167,200 feet.....	192 00
Dwelling house at Hackensack bridge.....	400 00
Dwelling house at Hackensack bridge.....	1,000 00
Dwelling house at Hackensack bridge.....	100 00
Dwelling house at Berry's Creek bridge.....	1,000 00
Watch house at Berry's Creek bridge.....	85 00
Dwelling house at Erie Junction.....	700 00
Tool house at Erie Junction.....	75 00
Switch house at Erie Junction.....	25 00
Freight house.....	500 00
Freight house.....	100 00
Watch house.....	100 00
Signal house at Rutherford Junction.....	200 00
Dwelling house at West Rutherford.....	50 00
Watch house at West Rutherford.....	75 00
Total value.....	<u>\$5,118 00</u>

450 N. Y., L. E. AND W. RAILROAD SYSTEM.

Local tax rate, \$0.88 ² / ₁₀	
Tax for taxing district.....	\$45 50
State tax.....	25 59

Taxing District of Passaic City, County of Passaic.

DESCRIPTION OF PROPERTY.

Land outside main stem, lot at Passaic bridge depot, 8,900 feet.....	\$812 00
lot at Passaic depot, 17,400 feet.....	8,480 00
lot at Harrison street depot, 2,000 feet.....	48 00
Watch house on Passaic bridge.....	75 00
Tool house at Prospect street.....	75 00
Five watch houses.....	150 00
Total value.....	\$4,140 00

Local tax rate, \$2.74.	
Tax for taxing district.....	\$41 40
State tax.....	20 70

Taxing District of Acquackanonk Township, County of Passaic.

DESCRIPTION OF PROPERTY.

Land outside main stem, lot at Clifton depot, 16,800 feet.....	\$891 00
Total value.....	\$891 00

Local tax rate, \$0.98.	
Tax for taxing district.....	\$8 88
State tax.....	1 95

Taxing District of Paterson City, County of Passaic.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width used as yard, south of Market street, 208,850 square feet.....	\$60,880 00
Sidings outside main stem, 4,600 feet.....	5,060 00
Freight house (brick).....	8,000 00
Water tank, pump house and two spouts.....	1,100 00
Total value.....	\$74,990 00

PATERSON AND HUDSON RIVER R. R. CO. 451

Local tax rate, @2.50.	
Tax for taxing district.....	\$749 90
State tax.....	874 95

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Paterson and Hudson River Railroad Company, except for real estate used for railroad purposes, other than main stem....	\$864,700 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	202,612 00
Aggregate assessed valuation.....	<u>\$1,067,312 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$5,886 56
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	2,020 86
Total tax.....	<u>\$7,907 42</u>

PATERSON, NEWARK AND NEW YORK RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	10.880 miles.
Value of main stem in New Jersey.....	\$510,000 00
State tax.....	2,550 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Passaic county, Paterson city.....	.947
Acquackanonk township.....	4.122
Essex county, Belleville township.....	8.899
Newark city.....	1.862
	<u>10.830</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Acquackanonk Township, County of Passaic.

DESCRIPTION OF PROPERTY.

Land outside main stem, triangle near Athenia depot, .18 acre.....	\$39 00
driveway to Athenia depot, 1.17 acres.....	100 00
Tool house at Athenia.....	75 00
Switch house at Athenia.....	20 00
Total value.....	<u>\$234 00</u>
Local tax rate, @0.98.	
Tax for taxing district.....	\$2 29
State tax.....	1 17

Taxing District of Belleville Township, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, driveway to Avondale depot, .25 acre.....	\$150 00
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Tool house at Franklin.....	\$50 00
Freight house at Franklin.....	100 00
Tool house at Essex.....	100 00
Tool house at Belleville.....	150 00
Freight house at Belleville.....	250 00
Total value.....	\$800 00

Local tax rate, \$1.79.

Tax for taxing district.....	\$8 00
State tax.....	4 00

Taxing District of Newark City, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, dock property at Passaic Bridge, excess road bed Newark and Hudson R. R., 1.20 acre.....	\$12,000 00
freight yard, Ogden street, Third and Fourth avenues, 1.15 acre	9,200 00
excess width on Passaic street, north of Oriental street, 2,400 feet	500 00
triangle on river front, north of Oriental street, 3,000 feet.....	1,000 00
Sidings outside main stem, 1,200 feet.....	1,820 00
Switch house at Woodside.....	25 00
House.....	825 00
Switch house.....	45 00
Freight house.....	3,000 00
Total value.....	\$27,915 00

Local tax rate, \$2.08.

Tax for taxing district.....	\$279 15
State Tax.....	189 58

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Paterson, Newark and New York Railroad Com- pany, except for real estate used for railroad purposes, other than main stem	\$548,600 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	28,949 00
Aggregate assessed valuation.....	\$572,549 00

454 N. Y., L. E. AND W. RAILROAD SYSTEM.

TAX.

Tax for State uses on aggregate assessed valuation as above	\$2,862 75
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem	269 44
Total tax	<u>\$3,132 19</u>

PATERSON AND RAMAPO RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey	15.059 miles.
Value of main stem in New Jersey	\$1,010,000 00
State tax	5,050 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Passaic county, Paterson city	2.270
Manchester township	985
Bergen county, Saddle River township	1.146
Ridgewood township	2 951
Hohokus township	7.707
	<hr/> 15.059

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.

Taxing District of Paterson City, County of Passaic.

DESCRIPTION OF PROPERTY.

Land outside main stem, between Market and Ellison streets, 38,000 feet.	\$11,000 00
Machine shop, locomotive house and turn table	7,000 00
Blacksmith shop	75 00
Tool house	75 00
Fifteen watch houses	875 00
Total value	<hr/> \$18,525 00
Local tax rate, \$2 50.	
Tax for taxing district	\$185 25
State tax	92 62

456 N. Y., L. E. AND W. RAILROAD SYSTEM.

Taxing District of Manchester Township, County of Passaic.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 8,000 feet.....	\$3,300 00
Total value.....	\$3,300 00
Local tax rate, \$1.85.	
Tax for taxing district.....	\$83 00
State tax.....	16 50

Taxing District of Saddle River Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 7,000 feet.....	\$7,700 00
Flag house.....	25 00
Total value.....	\$7,725 00
Local tax rate, \$1.60.	
Tax for taxing district.....	\$77 25
State tax.....	38 63

Taxing District of Ridgewood Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 48,000 feet.....	\$1,471 00
Signal house.....	100 00
Tool house.....	75 00
Total value.....	\$1,646 00
Local tax rate, \$1.26½.	
Tax for taxing district.....	\$16 46
State tax.....	8 28

Taxing District of Hohokus Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 62,000 feet.....	\$2,976 00
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PATERSON AND RAMAPO RAILROAD CO. 457

Watch house.....	\$25 00
Freight house at Hohokus.....	500 00
Tool house.....	75 00
Tool house at Ramsey's and Mahwah.....	100 00

Total value.....	<u>\$8,676 00</u>
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Local tax rate, \$0.97.

Tax for taxing district.....	\$35 66
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State tax.....	18 88
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VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Paterson and Ramapo Railroad Company,
except for real estate used for railroad purposes, other than main stem. \$1,058,000 00

Assessed valuation of real estate used for railroad purposes, other than main stem.....	<u>84,872 00</u>
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Aggregate assessed valuation.....	<u>\$1,092,872 00</u>
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TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$5,464 96
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Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	<u>847 62</u>
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Total tax.....	<u>\$5,811 98</u>
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NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY, LESSEE.

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Fifty-four American passenger locomotives	\$851,000 00
Twenty American passenger locomotives (leased).....	130,000 00
One hundred and forty-five American freight locomotives.....	1,015,000 00
Ten American freight locomotives (leased).....	70,000 00
Twelve mogul passenger locomotives.....	90,000 00
Twenty-seven mogul freight locomotives.....	202,500 00
One hundred and forty-two consolidation locomotives.....	1,065,000 00
Seventy consolidation locomotives (leased).....	525,000 00
Twelve tank switch locomotives.....	60,000 00
Fifty-four American passenger locomotives (leased from N. Y., P. and O. R. R.).....	851,000 00
One hundred and twelve American freight locomotives (leased from N. Y., P. and O. R. R.).....	728,000 00
Thirteen mogul freight locomotives (leased from N. Y., P. and O. R. R.)	91,000 00
Four ten-wheel locomotives (leased from N. Y., P. and O. R. R.).....	28,000 00
One six-wheel locomotive (leased from N. Y., P. and O. R. R.).....	5,000 00
Thirty consolidation locomotives (leased from N. Y., P. and O. R. R.)	225,000 00
Seven tank locomotives (leased from N. Y., P. and O. R. R.)	85,000 00
Two hundred and thirty-nine first-class passenger cars.....	836,500 00
Twenty-five first-class passenger cars (leased).....	87,500 00
Fifty-four combination cars.....	162,000 00
Twenty-nine emigrant cars.....	72,500 00
Sixty-two baggage cars.....	62,000 00
Forty-three express cars.....	48,000 00
Seven postal cars.....	14,000 00
Thirty-six milk cars.....	18,000 00
Six thousand nine hundred and eighty-one freight cars.....	2,094,800 00
Seven thousand nine hundred and ten freight cars (leased).....	2,768,500 00
Four hundred and ninety-eight stock cars (leased).....	199,200 00
Six thousand one hundred and twenty-six gondola coal cars (leased).....	2,124,100 00
Nine hundred and ninety-nine gondola drop cars (leased).....	299,700 00
Four hundred and ninety-nine flat cars (leased).....	149,700 00
One thousand eight hundred and ninety-five flat and gondola cars.....	426,375 00

N. Y., L. E. AND W. RAILROAD CO. LESSEE. 459

Three hundred and ninety-eight gondola coal cars (leased).....	\$119,400 00
One hundred and ninety-five freight cars (leased).....	68,250 00
Nine hundred and ninety freight cars (leased).....	346,500 00
Four hundred and seventy-nine stock cars (leased).....	143,700 00
One thousand five hundred and twenty-four eight-wheel coal cars.....	457,200 00
Fifty-one eight wheel caboose cars.....	17,850 00
One hundred and sixty-three four wheel caboose cars.....	32,800 00
Thirty-eight derrick and tool cars.....	22,800 00
Thirty-nine gravel cars.....	5,850 00
Two hundred and twenty-eight gondola coal cars.....	79,800 00
Three hundred and eighty-nine gondola coal cars.....	116,700 00
Total value rolling stock.....	\$15,759,525 00
Proportion for New Jersey.....	\$1,880,988 00
Machinery, tools, &c., Jersey City shop.....	27,772 00
Eastern car shop.....	63,200 00
Materials, Jersey City shop.....	23,699 00
Eastern car shop.....	115,123 00
gas works, Jersey City.....	11,850 00
at all other points.....	63,500 00
	\$1,686,081 00
State tax.....	\$8,430 40

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the New York, Lake Erie and Western Railroad Company, Lessee, except for real estate used for railroad purposes, other than main stem.....	\$1,686,081 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	
Aggregate assessed valuation.....	\$1,686,081 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$8,430 40
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	
Total tax.....	\$8,430 40

DELAWARE, LACKAWANNA AND WESTERN RAILROAD SYSTEM.

CHESTER RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	10.020 miles.
Value of main stem in New Jersey.....	\$140,000 00
State tax.....	700 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Morris county, Chester township.....	4.400
Randolph township.....	1.890
Roxbury township.....	4.280
	<hr/> 10.020

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Chester Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, Horton depot grounds, .79 acre.....	\$54 00
Chester depot grounds, 4.67 acres.....	850 25
Sidings outside main stem, 841 feet.....	841 00
Tool house.....	75 00
Shed.....	10 00
Freight house.....	200 00
Engine house.....	500 00
Turn table.....	200 00
Total value.....	<hr/> \$2,280 25

Local tax rate, \$1.00.

Tax for taxing district \$22 30

State tax..... 11 15

Taxing District of Randolph Township, County of Morris.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 240 feet \$240 00

Freight house..... 100 00

Total value..... \$340 00

Local tax rate, \$1.12½.

Tax for taxing district..... \$8 40

State tax..... 1 70

Taxing district of Roxbury Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, gravel pit at Morris canal, 21.60 acres..... \$1,080 00

depot grounds at Succasunna, 1.92 acres..... 96 00

Freight house..... 150 00

Tool house..... 75 00

Total value..... \$1,401 00

Local tax rate, \$0.90.

Tax for taxing district..... \$12 61

State tax..... 7 00

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

Lot of track tools \$185 00

Total value..... \$185 00

State tax..... \$0 68

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Chester Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$172,525.00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	8,971 25
Aggregate assessed valuation.....	\$176,496 25

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$882 48
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	88 81
Total tax.....	\$920 79

MORRIS AND ESSEX RAILROAD COMPANY.

[DEL., LACK. AND WESTERN R. R. CO., LESSEE.]

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	119.884 miles.
Value of main stem in New Jersey.....	\$11,848,106 00
State tax.....	50,215 58

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Hokoken City.....	.550
Jersey City.....	2.094
Kearny township.....	2.836
Harrison, town of.....	1.550
Essex county, Newark City.....	1.800
East Orange township.....	1.500
City of Orange.....	2.210
South Orange township.....	2.840
Millburn township.....	2.940
Union county, Summit township.....	3.490
Morris county, Chatham township.....	5.890
Morris township.....	3.881
Hanover township.....	3.810
Rockaway township.....	5.020
Rockaway township, (Ketchum Switch branch).....	1.130
Randolph township.....	1.970
City of Dover.....	1.920
Jefferson township.....	.160
Roxbury township.....	6.730
Mt. Olive township.....	7.010
Warren county, Allamuchy township.....	.080
Hackettstown.....	3.710
Mansfield township.....	7.200
Washington township.....	2.870
Washington borough.....	1.880
Franklin township.....	5.100

MORRIS AND ESSEX RAILROAD CO. 465

	Miles.
Warren county, Greenwich township.....	1.200
Lopatcong township.....	8.060
Phillipsburg.....	.990
Boonton Branch—	
Hudson county, Jersey City.....	1.298
North Bergen township.....	1.826
Bergen county, Union township.....	8.589
Passaic county, Acquackanonk township.....	4.870
Passaic City.....	1.460
Paterson City.....	1.780
Little Falls township.....	.940
Manchester township.....	1.280
Wayne township.....	8.520
Morris county, Pequannock township.....	2.120
Montville township.....	4.800
Boonton township.....	1.740
Hanover township.....	2.990
Rockaway township.....	8.410
	<hr/> 119.884

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing district of Hoboken City, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, yard in Hoboken, bounded north by Ferry street, east by solid filling line, south by boundary line between Hoboken and Jersey City, and West by Henderson street.....	\$910,040 00
Sidings outside main stem, in ballast, 86,220 feet.....	40,566 00
on piers, 19,694 feet.....	17,725 00
Part of Pier No. 1.....	8,000 00
Pier No. 2.....	21,000 00
Shed on pier No. 2.....	20 000 00
Two transfer float bridges.....	4,000 00
Pier No. 3.....	22,500 00
Pier No. 4.....	25,500 00
Part of Pier No. 5.....	32,800 00
Part of Pier No. 6.....	10,500 00
Part of Pier No. 7.....	8,000 00
Crib work and bulk head.....	57,775 00
Express building.....	850 00
Freight house and office.....	4,000 00
Turn table.....	1,500 00
Carpenter shops (frame).....	4,000 00

Oil house (brick).....	\$500 00
Shed.....	200 00
Shed.....	100 00
Water tanks.....	2,000 00
Office, Pier No. 8.....	75 00
Part of brick engine house.....	25,000 00
Total value.....	\$1,210,681 00
Local tax rate, \$2.95.	
Tax for taxing district.....	\$12,106 81
State tax.....	6,053 16

Taxing District of Jersey City, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem—

Yard beginning at intersection of centre line of Twelfth street with the exterior line for solid filling; thence westerly along the centre line of Twelfth street to a point distant 560 feet east of Provost street; thence northerly parallel with Provost street 260 feet to the centre line of Thirteenth street; thence westerly along the centre line of Thirteenth street to a point 5 feet west of original high water; thence northerly along a line 5 feet west of original high water to the south side of Eighteenth street; thence westerly along said southerly line of Eighteenth street to the easterly line of Henderson street; thence northerly along said line of Henderson street 160 feet; thence easterly at right angles to Henderson street 62 feet; thence northerly parallel with Henderson street 50 feet; thence westerly at right angles with Henderson street 62 feet to the easterly line of Henderson street; thence northerly along said line of Henderson street to the centre of Mill creek the boundary of Jersey City; thence easterly along said boundary to the exterior line for solid filling; thence southerly along said exterior line for solid filling to the point of beginning.....	\$4,003,228 00
Lots 1 to 4. Block 226, city map.....	8,000 00
All of Block 227, excepting main stem and lots 17 and 27, 34,400 feet.	24,000 00
Part of Block 263, south of main stem, 59,550 feet.....	12,500 00
Part of Blocks 294½, 332, 367½, 93,550 feet.....	18,800 00
Excess width of main stem, .207 acre.....	2,508 00
Excess width of main stem, .036 acre.....	640 00
Part of lots 84 and 85, Block 706, 200 feet.....	86 00
Part of lots 9, 10 and 11, Block 705, 300 feet.....	30 00
Part of shaft house lot, Block 887, 2,150 feet.....	258 00
Part of lots 8 to 11, Block 699, 2,250 feet.....	270 00
Part of lots 1 to 12, Block 841, 5,500 feet.....	660 00
Between Nelson avenue and west portal of Tunnel, excess width 6,000 feet.....	720 00

Between Tonnele avenue and west portal of Tunnel, excess width 10,600 feet	\$1,272 00
Between Tonnele avenue and P. and H. R. R., excess width 184,400 feet	18,440 00
Sidings outside main stem, (in ballast) 187,270 feet	187,842 00
(on piers and trestles) 42,609 feet	88,848 00
Pier ¹ No. 5.....	88,000 00
Pier No. 6.....	58,400 00
Pier No. 7.....	46,500 00
Pier No. 8.....	58,900 00
Pier No. 9.....	58,900 00
Pier No. 10.....	75,000 00
Pier No. 11.....	84,500 00
Shed on pier No. 11.....	8,000 00
Pier No. 12.....	43,800 00
Shed on pier No. 12.....	12,000 00
Crib work.....	164,325 00
Potato warehouse.....	1,000 00
Office between piers 7 and 8.....	1,500 00
Iron turn tables, \$1,000 and \$2,500.....	8,500 00
Coal trestle.....	6,900 00
Office on Henderson street.....	200 00
Signal house near Henderson street.....	300 00
Signal houses at east portal of tunnel.....	1,000 00
Two signal houses at west end of tunnel.....	1,000 00
Tool houses.....	200 00
Signal house at railroad crossing west of tunnel.....	750 00
Oil houses.....	1,500 00
Part of engine house.....	40,000 00
Local coal trestle.....	2,500 00
Engine house.....	10,000 00
Sand house.....	100 00
Bridge over Henderson street, three tracks, 70 feet span.....	18,118 00
Bridge over Henderson street, 80 feet span.....	28,194 00
Bridge over Nineteenth street, 120 feet span.....	88,040 00
Total value.....	\$5,105,179 00
Local tax rate, \$2.94.	
Tax for taxing district.....	\$51,051 79
State tax.....	25,525 89

Taxing District of Kearney Township, County of Hudson.

DESCRIPTION OF PROPERTY.

Single gate and shanty.....	\$185 00
Total value.....	\$185 00

Local tax, \$2.56.

Tax for taxing district.....	\$1 35
State tax.....	68

Taxing District of Town of Harrison, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, 9,568 feet.....	\$800 00
Three watch houses.....	30 00
Tool house.....	25 00
Four double gates and shanties.....	900 00
Total value.....	\$1,755 00

Local tax rate, \$2.40.

Tax for taxing district.....	\$17 55
State tax.....	8 77

Taxing District of Newark City, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, Block 9, part of lot 7, Ogden street, 8,120 square feet.....	\$1,000 00
Block 9, lots 18, 19 and 20 Spring street, 9,240 square feet.....	5,160 00
Block 27, lot 22, southwest corner Spring and Cross streets, 18,570 square feet.....	10,000 00
excess of depot grounds, 1,864 square feet.....	1,864 00
Block 2,861, southeast corner Nesbitt and M. and E. Railroad avenue, with coal bins, 58,780 square feet.....	20,000 00
southeast corner Roseville and Seventh avenues, 252 square feet.....	200 00
Sidings outside main stem, 5,808 feet.....	6,505 00
Freight house, Green Alley.....	3,000 00
Express office, Broad street.....	2,000 00
Engine house, southwest corner Spring and Cross streets.....	4,000 00
Turn table at engine house.....	750 00
Tool house, west of Roseville avenue.....	50 00
Bridge over Ogden street siding.....	1,000 00
Milk depot.....	15 00
Seventeen double gates and shanties.....	8,825 00
Total value.....	\$59,389 00

MORRIS AND ESSEX RAILROAD CO.

469

Local tax rate, \$3.08.

Tax for taxing district..... \$598 69

State tax..... 296 85

Taxing District of East Orange Township, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot plot at Grove street, 8,000 square feet.....	\$500 00
depot plot at Brick Church, 11,286 square feet...	1,500 00
depot plot east of Arlington avenue, 8,580 square feet.....	800 00
Sidings outside main stem, 158 feet.....	177 00
One single gate and shanty.....	185 00
Six double gates and shanties.....	1,850 00
Total value.....	\$4,462 00

Local tax rate, \$1.95.

Tax for taxing district..... \$44 62

State tax..... 22 81

Taxing District of City of Orange, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot plot.....	\$400 00
Freight depot.....	800 00
Tool house.....	75 00
Express depot.....	75 00
Twelve double gates.....	2,280 00
Seven single gates.....	700 00
Sixteen gate shanties.....	560 00
Total value.....	\$4,890 00

Local tax rate, \$2.60.

Tax for taxing district..... \$48 90

State tax..... 21 95

Taxing District of South Orange Township, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot plot at South Orange, 2,610 square feet....	\$200 00
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Land outside main stem, depot plot at Maplewood.....	\$75 00
depot plot at Mountain Station, 18,200 square feet	700 00
engine house lot, 18,088 square feet.....	100 00
water lot northeast of engine house, 73,121 feet.....	1,000 00
Sidings outside main stem, 475 feet.....	532 00
Engine house.....	2,700 00
Turn table.....	1,000 00
Freight depot.....	650 00
Five double gates and shanties.....	1,125 00
	<hr/>
	\$8,082 00
Local tax rate, \$1.24.	
Tax for taxing district.....	\$80 82
State tax.....	40 41

Taxing District of Milburn Township, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, gravel pit west of depot, 59,408 square feet.....	\$300 00
Two double gates and shanties.....	450 00
One single gate and shanty.....	185 00
	<hr/>
Total value.....	\$885 00
Local tax rate, \$1.20 ½.	
Tax for taxing district.....	\$8 85
State tax.....	4 42

Taxing District of Summit Township, County of Union.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot plot, 14,047 square feet.....	\$500 00
plot 1,000 feet east of depot, south side of rail- road, 7,900 square feet.....	90 00
engine house grounds, 5,704 square feet.....	70 00
New Providence depot grounds, 15,380 square feet.....	100 00
Engine house.....	2,500 00
Turn table.....	500 00
Freight depot.....	200 00
Water tank.....	150 00
Four double gates and shanties.....	900 00
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Total value.....	\$5,010 00

MORRIS AND ESSEX RAILROAD CO.

471

Local tax rate, \$1.89 ³ / ₁₀ .	
Tax for taxing district.....	\$50 10
State tax.....	25 05

Taxing District of Chatham Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, engine house grounds, 5.94 acres.....	\$900 00
plot west side railroad, opposite engine house,	
.94 acre.....	150 00
plot north side railroad, east of freight house,	
.18 acre.....	36 00
depot grounds at Chatham, 1.82 acres.....	264 00
sand pit south side railroad one-quarter mile east	
Madison street, .15 acre.....	30 00
freight yard at Madison, .05 acre.....	50 00
depot grounds at Madison, .08 acre.....	30 00
Sidings outside main stem, 2,328 feet.....	2,602 00
Freight depot at Chatham.....	300 00
Freight depot at Madison.....	400 00
Engine house at Chatham.....	6,000 00
Pumping house.....	50 00
Tool house west of Madison.....	50 00
Express office west of Chatham depot.....	2,800 00
Three double gates.....	570 00
Twelve single gates and shanties.....	1,620 00
Total value.....	<u>\$15,862 00</u>

Local tax rate, \$0.95 ⁶ / ₁₀ .	
Tax for taxing district.....	\$151 54
State tax.....	79 26

Taxing District of Morris Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds at Convent station, 2.65 acres.....	\$530 00
depot grounds, .68 acre.....	630 00
freight yard, .85 acre.....	340 00
engine house yard, .91 acre.....	864 00
northwest of road, .50 acre.....	90 00
Sidings outside main stem, 2,112 feet.....	2,865 00

Freight house.....	\$600 00
Signal house.....	50 00
Water tank.....	40 00
Coal shed and tool house.....	75 00
Turn table.....	1,000 00
Engine house.....	500 00
Pump house.....	75 00
One single gate and shanty.....	185 00
One double gate and shanty.....	225 00
Total value.....	<u>\$7,019 00</u>

Local tax rate, \$0.92.

Tax for taxing district..... \$64 57

State tax..... 85 10

Taxing District of Hanover Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, gravel pit at Morris Plains, 28.68 acres.....	\$4,786 00
Sidings outside main stem, in gravel pit, 1,820 feet.....	680 00
Tool house.....	75 00
Total value.....	<u>\$5,471 00</u>

Local tax rate, \$0.84.

Tax for taxing district..... \$45 95

State tax..... 27 35

Taxing District of Rockaway Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds at Denville, .72 acre.....	\$72 00
depot grounds at Mount Tabor.....	50 00
depot grounds at Rockaway, .82 acre.....	82 00
gravel pit south side railroad, 6.85 acres.....	274 00
Sidings outside main stem (in ballast) 317 feet.....	355 00
Tool house west of depot.....	50 00
One double gate and shanty.....	225 00
One single gate and shanty.....	185 00
Total value.....	<u>\$1,198 00</u>

MORRIS AND ESSEX RAILROAD CO.

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Local tax rate, \$1.00.	
Tax for taxing district.....	\$11 98
State tax.....	5 97

Taxing District of Randolph Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, Dover car shop yard, 21.95 acres.....	\$4,390 00
Sidings outside main stem, 18,902 feet.....	21,170 00
Tool house near Port Oram.....	50 00
Oil house.....	25 00
Dover car shops.....	85,000 00
Lumber shed.....	150 00
Lumber shed.....	200 00
Office north of car shop.....	800 00
Part of paint shop.....	2,000 00
Water tank.....	500 00
Sand house.....	50 00
Pump house.....	25 00
One single gate and shanty.....	185 00
Total value.....	\$68,995 00

Local tax rate, \$1.12 ¹ / ₂ .	
Tax for taxing district.....	\$689 95
State tax.....	319 8

Taxing District of Randolph Township (Dover City) County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, Dover car shop yard, 4.64 acres.....	\$928 00
depot grounds at Dover, 2.00 acres.....	800 00
pond lot at Dover, 6.00 acres.....	900 00
stone quarry west of Rockaway road, .64 acre...	16 00
Sidings outside main stem, 8,395 feet.....	9,402 00
Part of paint shop.....	700 00
Turn table.....	750 00
Engine house.....	2,500 00
Blacksmith shop.....	150 00
Telegraph office.....	50 00
Freight shed.....	150 00

Water tank.....	\$500 00
Oil house.....	50 00
Tool house.....	50 00
One gate (three arms) and shanty.....	180 00
One single gate and shanty.....	135 00
Two double gates and shanties.....	450 00
Total value.....	\$17,711 00

Local tax rate, \$1.12 $\frac{1}{2}$.

Tax for taxing district.....	\$177 11
State tax.....	88 56

Taxing District of Roxbury Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 7.98 acres.....	\$200 00
plot north side railroad between Shippenport and canal basin, 8.14 acres.....	1,628 00
plot south side railroad between Shippenport and water tank, 5.22 acres.....	1,044 00
plot north side railroad between head of plane and east line Mt. Olive township, 17.50 acres.....	8,400 00
plot south side railroad between tank and Mt. Olive line, 8.19 acres.....	80 00
Sidings outside main stem, 58,808 feet.....	60,259 00
Coal trestle east of engine house.....	1,000 00
Turn table.....	1,000 00
Engine house.....	15,000 00
Sand house.....	50 00
Water tank.....	1,000 00
Office at tank.....	300 00
Four coal trestles.....	18,560 00
Office.....	50 00
Coal breaker.....	1,500 00
Boiler room.....	50 00
Old engine house.....	150 00
Turn table, 400 feet west of water tank.....	1,000 00
Three tool houses.....	170 00
Oil house.....	30 00
One single gate and shanty.....	185 00
Total value.....	\$101,606 00

Local tax rate, \$0.90.

Tax for taxing district.....	\$914 45
State tax.....	508 08

Taxing District of Mount Olive Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 81.95 acres.....	\$1,200 00
depot grounds at Stanhope, north side railroad, 8.10 acres.....	620 00
depot grounds at Stanhope, south side railroad, 1.80 acres.....	860 00
depot grounds at Waterloo, 8.91 acres.....	195 00
Sidings outside main stem, 1,162 feet.....	1,801 00
Water tank.....	900 00
Two tool houses.....	175 00
Two single gates and shanties.....	270 00
Total value.....	\$5,021 00

Local tax rate, \$0.86.

Tax for taxing district..... \$43 18

State tax..... 25 10

Taxing District of Hackettstown, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds north side railroad, 2.54 acres.....	\$1,270 00
depot grounds south side railroad, 1.94 acres.....	970 00
excess width, 5.12 acres.....	512 00
Sidings outside main stem, 1,742 feet.....	1,951 00
Freight depot.....	750 00
Engine house.....	2,000 00
Turn table.....	1,000 00
Scale house.....	25 00
Tool house.....	25 00
Three double gates and shanties.....	675 00
Total value.....	\$9,178 00

Local tax rate, \$1.52.

Tax for taxing district..... \$91 78

State tax..... 45 89

Land outside main stem, Port Murray depot grounds, 8.89 acres.....	\$420 00
excess width, 12.08 acres.....	604 00
Tool house.....	50 00
Two water tanks—Port Murray.....	1,000 00
Freight house.....	400 00
Two single gates and shanties.....	270 00
Total value.....	<u>\$2,744 00</u>
Local tax rate, \$0.88.	
Tax for taxing district.....	22 77
State tax.....	13 72

Land outside main stem, excess width, 7.87 acres.....	\$398 00
Tool house.....	60 00
Total value.....	<u>\$458 00</u>
Local tax rate, \$0.84 ⁷ / ₁₀	
Tax for taxing district.....	\$3 84
State tax.....	2 26

Land outside main stem, at Washington yard, 8.30 acres.....	\$3,820 00
excess width, .33 acre	38 00
Sidings outside main stem, 14,784 feet.....	16,558 00
Coal trestle east of depot.....	500 00
Telegraph office.....	50 00
Water tank.....	400 00
Turn table.....	400 00
Office.....	25 00
Tool house.....	50 00
One double gate and shanty.....	225 00
Total value.....	<u>\$21,561 00</u>

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Taxing District of Franklin Township, County of Warren.

Taxing District of Greenwich Township, County of Warren.

Taxing District of Lopatcong Township, County of Warren.

Local tax rate, \$0.76.	
Tax for taxing district.....	\$15 80
State tax.....	10 07

Taxing District of Phillipsburg County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width from east line of city, west, .77 acre,	\$770 00
land opposite engine house, 2 77 acres.....	6,925 00
engine house plot east and west of Stockton	
street, 5.75 acres.....	14,375 00
freight house plot east of Main street, .78 acre....	1,950 00
Sidings outside main stem, 5,861 feet.....	6,564 00
Coal trestle.....	540 00
Engine house.....	12,000 00
Turn table.....	1,000 00
Shed east of engine house.....	10 00
Sand house.....	25 00
Office	50 00
Repair shop.....	8,500 00
Shed	20 00
Freight house.....	1,000 00
Express freight house.....	50 00
Blacksmith shop.....	20 00
Carpenter shop.....	25 00
Total value.....	<u>\$48,824 00</u>
Local tax rate, \$1.50.	
Tax for taxing district.....	\$488 24
State tax.....	244 12

[BOONTON BRANCH.]

Taxing District of Jersey City, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, land west of Tonnele avenue, 2 07 acres.....	\$5,400 00
Bergen Junction yard (old Boonton branch),	
9.81 acres.....	11,848 00
Meadow land, west of bridge over Erie Branch..	2,196 00
Sidings outside main stem, 19,061 feet.....	21,848 00
Total value.....	<u>\$40,287 00</u>
Local tax rate, \$2.94.	
Tax for taxing district.....	\$403 87
State tax.....	201 44

Taxing District of North Bergen Township, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, between Pen Horn creek and Secaucus upland,	
2.60 acres.....	\$2,600 00
meadow land, 28.40 acres.....	2,840 00
Sidings outside main stem, 14,887 feet.....	16,617 00
Turn table at Secaucus.....	700 00
Total value.....	<u>\$22,757 00</u>

Local tax rate, \$1.82 $\frac{1}{2}$.

Tax for taxing district..... \$227 57

State tax..... 118 78

Taxing District of Union Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, at Kingsland, used as yard, &c., 36.80 acres.....	\$5,520 00
depot ground, Block 1, Kingsland, 5,750 feet....	40 00
depot grounds at Lyndhurst, .50 acre.....	120 00
Sidings outside main stem, 10,085 feet.....	11,295 00
Dwelling at Hackensack bridge.....	750 00
Freight house at Kingsland.....	650 00
Coppersmith shop.....	1,500 00
Boiler and blacksmith shop (brick).....	8,000 00
Carpenter shop (brick).....	1,500 00
Machine shop and transfer table.....	22,000 00
Engine house (21 stalls).....	20,000 00
Double water tank.....	1,000 00
Ice house.....	500 00
Dwelling house at Passaic bridge.....	800 00
Office.....	200 00
Turn table.....	1,250 00
Three single gates.....	800 00
One double gate.....	190 00
Two gate shanties.....	70 00
Total value.....	<u>\$75,685 00</u>

Local tax rate, \$0.88 $\frac{9}{10}$.

Tax for taxing district..... \$672 84

State tax..... 378 42

Taxing District of Acquackanonk Township, County of Passaic.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width at Passaic river, .69 acre.....	\$14 00
depot grounds at Delawanna, .79 acre.....	60 00
gravel pit, 28.65 acres.....	1,770 00
stone quarry, 1.60 acres.....	160 00
depot grounds at Clifton, 8.11 acres.....	811 00
excess width road bed, .98 acre.....	46 00
Sidings outside main stem, in gravel pit, 8,278 feet.....	1,687 00
Tool house.....	80 00
One double gate and shanty.....	225 00
One gate (8 arms) and shanty.....	180 00
Total value.....	<u>\$4,483 00</u>

Local tax rate, \$0.98.

Tax for taxing district..... **\$48 44**State tax..... **22 17***Taxing District of Passaic City, County of Passaic.*

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 1.78 acres.....	\$89 00
stone quarry, 1.60 acres.....	160 00
Two double gates and shanties.....	450 00
One single gate.....	100 00
Total value.....	<u>\$799 00</u>

Local tax rate, \$2.74.

Tax for taxing district..... **\$7 99**State tax..... **4 00***Taxing District of Paterson City, County of Passaic.*

DESCRIPTION OF PROPERTY.

Land outside main stem, gore south side Barclay street, 876 feet.....	\$5 00
depot grounds at Paterson, .77 acre.....	1,155 00
along Morris canal, fronting on Mill street, 1,651 feet.....	50 00

MORRIS AND ESSEX RAILROAD CO.

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Land outside main stem, along Morris canal, 270 feet west of Clay street, 4,794 feet.....	\$100 00
depot grounds at West Paterson, .78 acre.....	780 00
Sidings outside main stem, 3,115 feet.....	8,489 00
Two blacksmith shops.....	50 00
Freight depot.....	750 00
Shop.....	100 00
Tool house.....	50 00
One single gate.....	100 00
Two double gates and shanties.....	450 00
Total value.....	<u>\$7,079 00</u>
Local tax rate, \$2.50	
Tax for taxing district.....	\$70 79
State tax.....	85 40

Taxing District of Little Falls Township, County of Passaic.

DESCRIPTION OF PROPERTY.

Land outside main stem, West Paterson yard, .64 acre.....	\$64 00
Sidings outside main stem, 211 feet.....	286 00
Tool house.....	25 00
Turn table.....	1,000 00
Total value.....	<u>\$1,825 00</u>
Local tax rate, \$1.00.	
Tax for taxing district.....	\$18 25
State tax.....	6 62

Taxing District of Manchester Township, County of Passaic.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds at Little Falls Station, 1.97 acre...	\$100 00
Sidings outside main stem, 898 feet.....	1,006 00
Total value.....	<u>\$1,106 00</u>
Local tax rate, \$1.85.	
Tax for taxing district.....	\$11 06
State tax.....	5 58

MORRIS AND ESSEX RAILROAD CO. 488

Land outside main stem, north side railroad depot, 10,800 square feet.....	\$10 00
north side railroad depot between Morris avenue and Fanny road bridge, 8.16 acres.....	816 00
south side railroad to Fanny road bridge, 1.68 acres	168 00
Sidings outside main stem, 8,590 feet.....	4,021 00
Water tank.....	500 00
Tool house.....	50 00
Freight house.....	800 00
Engine house.....	160 00
Turn table.....	200 00
One single gate and shanty.....	185 00
Total value.....	\$5,862 00
Local tax rate, \$1.85.	
Tax for taxing district.....	\$58 62
State tax.....	29 81

Taxing District of Hanover Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 6.49 acres.....	\$325 00
Total value.....	\$325 00
Local tax rate, \$0.84.	
Tax for taxing district.....	\$2 78
State tax.....	1 68

Taxing District of Rockaway Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 4.67 acres.....	\$98 00
Sidings outside main stem, 686 feet.....	768 00
Two tool houses.....	60 00
Total value.....	\$921 00
Local tax rate, \$1.00.	
Tax for taxing district.....	\$9 21
State tax.....	4 60

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

Seventy-two freight engines.....	\$618,400 00
Sixty-two passenger engines.....	408,000 00
One hundred and sixty-nine passenger cars.....	591,500 00
Seven hundred and fifty-eight box cars.....	269,090 00
Six hundred and eighty-four gondola cars.....	191,520 00
Sixty platform cars.....	18,000 00
Six hundred and fifty-six ore cars.....	177,120 00
Thirty ore cars, four wheel.....	4,680 00
Eleven caboose cars, eight wheel.....	6,600 00
Forty caboose cars, four wheel.....	12,400 00
One thousand five hundred and thirty-six coal cars, four wheel.....	245,760 00
Four hundred and fifty-nine coal cars, eight wheel.....	229,500 00
Two hundred and seventy service cars.....	27,000 00
Tools and machinery of all kinds.....	189,458 00
Total value.....	<u>\$2,884,028 00</u>
State tax.....	\$14,170 14

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Delaware, Lackawanna and Western Railroad Company—Lessee of the Morris and Essex Railroad Company, except for real estate used for railroad purposes, other than main stem.	\$26,077,184 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	6,866,690 50
Aggregate assessed valuation.....	<u>\$32,943,824 50</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$164,719 12
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.	68,487 85
Total tax.....	<u>\$233,156 47</u>

NEWARK AND BLOOMFIELD RAILROAD CO. 485

NEWARK AND BLOOMFIELD RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	4.280 miles.
Value of main stem in New Jersey.....	\$400,000 00
State tax.....	2,000 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Essex county, Newark city.....	.520
East Orange township.....	.720
Bloomfield township.....	2.410
Montclair township.....	.580
	<hr/> 4.230

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Newark City, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, Roseville depot grounds, 252 square feet.....	200 00
Three double gates and shanties.....	675 00
Total value.....	<hr/> \$875 00

Local tax rate, \$2.03.

Tax for taxing district.....	8 75
State tax.....	4 87

Taxing District of East Orange Township, County of Essex.

DESCRIPTION OF PROPERTY.

Two double gates and shanties.....	\$450 00
Total value.....	<hr/> \$450 00

Local tax rate, @1.95.

Tax for taxing district..... \$4 50

State tax..... 2 25

Taxing District of Bloomfield Township, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, Bloomfield depot grounds, .18 acre.....	\$360 00
Bloomfield freight depot grounds, .96 acre.....	1,920 00
Sidings outside main stem, (on trestle), 198 feet.....	96 00
(in ballast), 584 feet.....	584 00
Coal trestle.....	1,000 00
Tool house.....	75 00
Freight house.....	800 00
Express stables.....	75 00
Three double gates and shanties.....	675 00
Total value.....	\$5,585 00

Local tax rate, @2.26.

Tax for taxing district..... \$55 85

State tax..... 27 68

Taxing District of Montclair Township, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds at Montclair, 1.44 acres.....	\$5,760 00
engine house grounds, .28 acre.....	840 00
Sidings outside main stem, (on trestle) 439 feet.....	220 00
(in ballast) 2904 feet.....	2,904 00
Bridge (part outside main stem).....	6,000 00
Engine house.....	8,500 00
Turn table.....	8,000 00
Freight depot.....	1,500 00
Three double gates and shanties.....	675 00
Two ram houses.....	800 00
Total value.....	\$24,699 00

Local tax rate, @3.02.

Tax for taxing district..... \$248 99

State tax..... 128 49

NEWARK AND BLOOMFIELD RAILROAD CO. 487

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Lot of track tools.....	\$185 00
Total value.....	\$185 00
State tax.....	0 68

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Newark and Bloomfield Railroad Company, except for real estate used for railroad purposes, other than main stem...	\$409,435 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	81,559 00
Aggregate assessed valuation.....	\$440,994 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$2,204 97
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	815 59
Total tax.....	\$2,520 56

PASSAIC AND DELAWARE RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	18.990 miles.
Value of main stem in New Jersey.....	\$285,000 00
State tax.....	1,425 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Union county, Summit township.....	.990
New Providence township.....	4.480
Morris county, Passaic township.....	4.190
Somerset county, Bernards township.....	4.830
	<u>18.990</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Summit Township, County of Union.*

DESCRIPTION OF PROPERTY.

Land outside main stem, south side railroad, east of New Providence township line, .18 acre.....	\$26 00
north side railroad east of New Providence township line, .32 acre.....	64 00
Total value.....	<u>\$90 00</u>
Local tax rate, \$1.89 ₁₀ ³	
Tax for taxing district.....	\$0 90
State tax.....	45

Taxing District of New Providence Township, County of Union.

DESCRIPTION OF PROPERTY.

Land outside main stem, north and south of railroad about 1,400 feet, west of Summit township line, .85 acre.....	\$81 50
north and south of railroad about 2,000 feet west of Summit township line, .21 acre.....	18 90
north and south of railroad about 4,400 feet west of Summit township line, .77 acre.....	68 40
Murray Hill depot	50 00
Brooklyn Heights depot.....	700 00
Total value.....	\$868 80

Local tax rate, \$1.74 $\frac{1}{2}$.

Tax for taxing district.....	8 69
State tax.....	4 84

Taxing District of Passaic Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds at Sterling.....	\$1,000 00
Track to factory at Millington, 8,168 feet.....	8,168 00
Freight house.....	200 00
Platform at Millington.....	25 00
	<hr/>
Total value.....	\$4,393 00

Local tax rate, \$1.10.

Tax for taxing district.....	\$43 93
State tax.....	21 97

Taxing District of Bernards Township, County of Somerset.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds at Basking Ridge, .60 acre.....	\$60 00
borrow pit near Basking Ridge, 1.24 acres.....	124 00
East Bernardsville, 2.12 acres.....	212 00
depot grounds at Bernardsville, 4.87 acres.....	487 00
Sidings outside main stem, to Borrow pit, 684 feet.....	475 00
Lyons depot.....	300 00
Engine house.....	800 00

Turn table.....	\$1,000 00
Water tank.....	500 00
Freight house.....	300 00
Store house.....	50 00
Total value.....	<u>\$4,258 00</u>
Local tax rate, \$1.00.	
Tax for taxing district.....	\$42 58
State tax.....	21 29

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

Lot of track tools.....	\$247 00
Total value.....	<u>\$247 00</u>
State tax.....	\$1 24

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Passaic and Delaware Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$292,147 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	9,609 80
Aggregate assessed valuation.....	<u>\$301,756 80</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$1,508 78
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	96 10
Total tax.....	<u>\$1,604 88</u>

SUSSEX RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	80.870 miles.
Value of main stem in New Jersey.....	\$570,000 00
State tax.....	2,850 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Morris county, Mount Olive township.....	1.120
Sussex county, Byram township.....	8.510
Andover township (cut-off).....	1.100
Andover township (main).....	5.620
Newton township.....	1.240
Hampton township (cut-off).....	.840
Hampton township (main).....	1 980
Lafayette township (main).....	1.870
Lafayette township (Branchville branch).....	4.180
Sparta township.....	8.880
Hardyston township.....	8.210
Frankford township (Branchville branch).....	2.870
	<hr/> 80 870

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Mount Olive Township, County of Morris.*

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 1,690 feet.....	\$1,690 00
Water tank.....	500 00
Turn table.....	800 00
Coal bunk.....	100 00
Tool house.....	25 00
Total value.....	<hr/> \$8,115 00

Local tax rate, \$0.86.

Tax for taxing district..... \$26 79

State tax..... 15 58

Taxing District of Byram Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Two tool houses..... \$50 00

Total value..... \$50 00

Local tax rate, \$1.00.

Tax for taxing district..... \$0 50

State tax..... 25

Taxing District of Andover Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess depot grounds, 1.13 acres..... \$113 00

excess in gravel pit, 10.00 acres..... 1,000 00

Sidings outside main stem, 1,800 feet..... 1,800 00

Fairbanks scales..... 800 00

Freight depot..... 300 00

Tool house..... 50 00

Tool house..... 25 00

Coal trestle..... 300 00

Total value..... \$4,388 00

Local tax rate, \$0 97 $\frac{1}{10}$.

Tax for taxing district..... \$42 87

State tax..... 21 94

Taxing District of Newton Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, land for water supply, 1 20 acres..... \$1,000 00

depot grounds at Newton, 4.00 acres..... 2,000 00

Sidings outside main stem, 2,960 feet..... 2,960 00

Coal trestle..... 2,625 00

Tool house..... 50 00

SUSSEX RAILROAD CO.

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Tool house.....	\$50 00
Turn table.....	700 00
Engine house.....	1,500 00
Machine shop.....	400 00
Carpenter shop.....	400 00
Blacksmith shop.....	100 00
Oil house.....	800 00
Freight house.....	2,000 00
Cattle shed.....	100 00
Store house.....	100 00
Total value.....	<u>\$14,285 00</u>

Local tax rate, \$1.80.	
Tax for taxing district.....	\$142 85
State tax.....	71 42

Taxing District of Lafayette Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Tool house.....	\$50 00
Total value.....	<u>\$50 00</u>

Local tax rate, \$0.84.	
Tax for taxing district.....	\$0 42
State tax.....	25

Taxing District of Sparta Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Two dwelling houses.....	\$700 00
Tool house.....	50 00
Total value.....	<u>\$750 00</u>

Local tax rate, \$1.08.	
Tax for taxing district.....	\$7 50
State tax.....	8 75

Taxing District of Hardyston Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 686 feet.....	\$686 00
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Tool house.....	\$25 00
Station shed.....	50 00
Flag house.....	25 00
Telegraph office.....	40 00
Total value.....	<u>\$826 00</u>
Local tax rate, \$1.08 $\frac{9}{10}$	
Tax for taxing district.....	\$8 26
State tax.....	4 18

[BRANCHVILLE BRANCH.]

Taxing District of Lafayette Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, yard at Branchville Junction, 10.00 acres....	\$750 00
depot grounds at Lafayette, 8.50 acres.....	262 50
Sidings outside main stem, 898 feet.....	898 00
Water tank.....	150 00
Tool house.....	20 00
Total value.....	<u>\$2,080 50</u>
Local tax rate, \$0.84.	
Tax for taxing district.....	\$17 47
State tax.....	10 40

Taxing District of Frankford Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot plot at Branchville, 1.00 acre.....	\$75 00
Sidings outside main stem, 264 feet.....	264 00
Tool house.....	50 00
Turn table.....	250 00
Engine house.....	1,000 00
Total value.....	<u>\$1,639 00</u>
Local tax rate, \$0.93 $\frac{1}{2}$.	
Tax for taxing district.....	\$15 82
State tax.....	8 20

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

Three passenger engines.....	\$18,000 00
Four freight engines.....	24,000 00
Four passenger cars.....	9,200 00
Six box cars.....	1,800 00
Twenty-two gondola cars.....	5,500 00
Thirteen ore cars, four wheel.....	2,600 00
Three caboose cars.....	900 00
Sixteen service cars.....	800 00
Tools and machinery of all kinds.....	4,416 00
Total value.....	<u>\$67,216 00</u>
State tax.....	388 08

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Sussex Railroad Company, except for real estate used for railroad purposes, other than main stem	\$810,516 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	<u>27,188 50</u>
Aggregate assessed valuation.....	\$837,699 50

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$4,188 50
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	<u>261 98</u>
Total tax.....	\$4,450 48

WARREN RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	18.270 miles.
Value of main stem in New Jersey.....	\$2,020,000 00
State tax.....	10,100 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hunterdon county, Lebanon township.....	2.680
Warren county, Washington township.....	4.000
Washington borough.....	1.640
Oxford township.....	6.680
Knowlton township.....	3.270
	<hr/> 18.270

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Lebanon Township, County of Hunterdon.*

DESCRIPTION OF PROPERTY.

Land outside main stem, excess at Hampton Junction, 9.00 acres.....	\$900 00
Sidings outside main stem, 1,088 feet.....	1,088 00
Round house (ten stalls).....	18,000 00
Five houses at junction.....	7,000 00
Turn table.....	1,000 00
Water tank.....	250 00
Tool house.....	50 00
Total value.....	<hr/> \$28,238 00
Local tax rate, \$1.16.	
Tax for taxing district.....	\$232 38
State tax.....	116 19

Taxing District of Washington Township, County of Warren.

DESCRIPTION OF PROPERTY.

House for section men.....	\$200 00
Total value.....	\$200 00
Local tax rate, \$0.84 $\frac{1}{2}$	
Tax for taxing district.....	\$1 69
State Tax.....	1 00

Taxing District of Washington Borough, County of Warren.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 7,601 feet.....	\$7,601 00
Office buildings.....	1,000 00
Supply chutes, Port Washington.....	6,000 00
Retail coal chutes, Port Washington.....	1,600 00
Freight house, Washington.....	1,000 00
Five houses for section men.....	1,000 00
Telegraph office, Port Washington.....	200 00
Sand house, Port Washington.....	50 00
Tool house, Port Washington.....	150 00
Total value.....	\$18,601 00
Local tax rate, \$1.25 $\frac{1}{2}$.	
Tax for taxings district.....	\$186 01
State tax.....	98 00

Taxing District of Oxford Township, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, below Manunka Chunk, 1.83 acres	\$75 00
at Bridgeville, 4.17 acres.....	200 00
Sidings outside main stem, 980 feet. .	980 00
Eleven houses for section men.....	8,500 00
Water tank.....	500 00
Tool house.....	100 00
Tool house.....	75 00
Two flag houses.....	50 00
Water tank.,	600 00

Coal trestle	\$132 00
Cattle guards	50 00
Total value.....	\$6,212 00

Local tax rate, \$0.85 $\frac{3}{10}$	
Tax for taxing district.....	\$52 93
State tax.....	31 06

Taxing District of Knowlton Township, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess depot grounds, 4.20 acres.....	\$420 00
Sidings outside main stem, 1,110 feet.....	1,110 00
Two water tanks.....	1,200 00
Two sand houses.....	200 00
Tool house.....	150 00
Coal chutes.....	250 00
Oil house.....	100 00
Four (4) houses for section men.....	600 00
House.....	1,200 00
Total value.....	\$5,230 00

Local tax rate, \$0 82 $\frac{1}{10}$	
Tax for taxing district.....	\$43 25
State tax.....	26 15

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY, FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

Ten (10) service cars.....	\$800 00
Machinery and tools.....	1,065 00
Total value.....	\$1,865 00
State tax.....	\$6 82

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Warren Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$2,910,965 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	53,481 00
Aggregate assessed valuation.....	<u>\$2,964,446 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$14,822 28
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	516 28
Total tax.....	<u>\$15,338 49</u>

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY (LESSEE.)

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

Description of Property.	Value.	Percentage of time New Jersey.	Proportion assessable in New Jersey.
Thirteen passenger locomotives.....	\$84,500 00	19.18	\$16,207 00
Twenty-five freight locomotives.....	180,000 00	9.81	16,758 00
Sixty-two coal locomotives.....	446,400 00	20.54	91,690 00
One switch locomotive.....	6,000 00	100.	6,000 00
Fifty passenger cars.....	175,000 00	36.98	64,715 00
Nine hundred and ninety-six box cars.....	353,580 00	36.16	127,854 00
Eleven hundred and seven gondola cars...	309,960 00	55.89	173,287 00
Seventy-two flat cars.....	21,600 00	56.71	12,249 00
One thousand six hundred and thirty-five coal cars (eight wheel hopper).....	817,500 00	59.18	483,796 00
Two thousand eight hundred and twenty coal cars (four wheel hopper).....	451,200 00	50.14	226,232 00
			<hr/>
			\$1,218,788 00
State tax.....			\$6,093 69

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Delaware, Lackawanna and Western Railroad Company, (lessee) except for real estate used for railroad purposes, other than main stem.....	\$1,218,788 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	
Aggregate assessed valuation.....	<hr/> \$1,218,788 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$6,098 69
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	.....
Total tax.....	<u>\$6,098 69</u>

UNCLASSIFIED RAILROAD AND CANAL COMPANIES.

ANGLESEA RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	5.000 miles.
Value of main stem in New Jersey.....	\$40,000 00
State tax.....	= 200 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Cape May county, Middle township.....	5 000

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Middle Township, County of Cape May.

DESCRIPTION OF PROPERTY.

Water tank.....	\$200 00
Coal bin.....	40 00
Shanty.....	20 00
Total value.....	<u>\$260 00</u>
Local tax rate, \$0.70.	
Tax for taxing district.....	\$1 82
State tax.....	1 80

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

One locomotive.....	\$2,000 00
Two passenger cars.....	1,200 00
Two platform cars.....	500 00
One box car.....	800 00
One jumper and one iron car.....	50 00
Total value.....	<u>\$4,050 00</u>
State tax.....	\$20 25

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Anglesea Railroad Company except for real estate used for railroad purposes, other than main stem.....	\$45,550 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	260 00
Aggregate assessed valuation.....	<u>\$45,810 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$229 05
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	1 82
Total tax.....	<u>\$230 87</u>

BANGOR AND PORTLAND RAILWAY COMPANY.

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

Used on Martin's Creek Railway—	
One locomotive.....	\$6,500 00
One passenger car.....	3,000 00
One combination car.....	2,500 00
Total value.....	<u>\$12,000 00</u>
Portion of time used in New Jersey, 25 per cent.....	\$3,000 00
State tax.....	\$15 00

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Bangor and Portland Railway Company, except for real estate used for railroad purposes, other than main stem.....	\$3,000 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	.....
Aggregate assessed valuation.....	<u>\$3,000 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$15 00
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	.....
Total tax.....	<u>\$15 00</u>

CAPE MAY AND SEWELL'S POINT RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	8.200 miles.
Value of main stem in New Jersey.....	\$20,000 00
State tax.....	100 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Cape May county, Cape May city.....	8.200

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Cape May City, County of Cape May.

DESCRIPTION OF PROPERTY.

Engine and car house, near Mineral Spring.....	\$500 00
Water tank near Mineral Spring.....	75 00
Total value.....	\$575 00
Local tax rate, \$2.00.	
Tax for taxing district.....	\$5 75
State tax.....	2 87

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

One passenger dummy engine.....	\$200 00
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C. M. AND S. P. RAILROAD CO.

507

One passenger dummy engine (new).....	\$1,000 00
Two passenger cars.....	1,850 00
Two horse cars.....	150 00
Total value.....	<u>\$2,700 00</u>
State tax.....	\$18 50

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Cape May and Sewell's Point Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$27,900 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	575 00
Aggregate assessed valuation.....	<u>\$27,775 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$188 87
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	5 75
Total tax.....	<u>\$144 62</u>

CHARLOTTEBURGH AND GREEN LAKE RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	4.500 miles.
Value of main stem in New Jersey.....	\$80,000 00
State tax.....	150 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Morris county, Pequannock township.....	.900
Rockaway township.....	8.600
	4.500

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Pequannock Township, County of Morris.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 580 feet	\$292 00
Weighmaster's house.....	100 00
Railroad scales.....	300 00
Total value.....	\$692 00
Local tax rate, @0.88½.	
Tax for taxing district.....	\$5 78
State tax.....	3 46

Taxing District of Rockaway Township, County of Morris.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 1,810 feet.....	\$995 00
Total value.....	\$995 00

Local tax rate, \$1.00.	
Tax for taxing district	\$9 95
State tax.....	4 98

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Charlotteburgh and Green Lake Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$81,200 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	1,687 00
Aggregate assessed valuation.....	<u>\$82,887 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$164 44
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	15 78
Total tax.....	<u>\$180 17</u>

CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	21.900 miles.
Value of main stem in New Jersey.....	\$150,000 00
State tax.....	750 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Cumberland county, Bridgeton city.....	2.150
Fairfield township.....	2.510
Lawrence township.....	4.000
Downe township.....	6.800
Commercial township.....	5.780
	21.900

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Fairfield Township, County of Cumberland.

DESCRIPTION OF PROPERTY.

Freight station and platform at Fairton.....	\$75 00
Total value.....	\$75 00
Local tax rate, \$0.90.	
Tax for taxing district.....	\$0 67
State tax.....	88

Taxing District of Lawrence Township, County of Cumberland.

DESCRIPTION OF PROPERTY.

Freight station and platform at Cedarville.....	\$150 00
Land outside main stem, .80 acre.....	80 00
Total value.....	<u>\$230 00</u>

Local tax rate, \$0.84.

Tax for taxing district.....	\$1 98
State tax.....	1 15

Taxing District of Downe Township, County of Cumberland.

DESCRIPTION OF PROPERTY.

Freight house and platform at Newport.....	\$100 00
Total value.....	<u>\$100 00</u>

Local tax rate, \$1.85.

Tax for taxing district.....	\$1 00
State tax.....	50

Taxing District of Commercial Township, County of Cumberland.

DESCRIPTION OF PROPERTY.

Engine house.....	\$400 00
Water tank.....	250 00
Turn table.....	500 00
Platform and piers at Long Reach.....	400 00
Freight shed and platform at Mauricetown.....	150 00
Total value.....	<u>\$1,700 00</u>

Local tax rate, \$1.26½.

Tax for taxing district.....	\$17 00
State tax.....	8 50

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

Two locomotives.....	\$5,000 00
One locomotive.....	6,500 00
Three passenger cars.....	1,500 00
One express car.....	500 00
Three box cars.....	750 00
Three flat cars.....	600 00
Two hand cars.....	50 00
One small car.....	25 00
Tools.....	65 00
Total value.....	<u>\$14,990 00</u>
State tax.....	\$74 95

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Cumberland and Maurice River Railroad Com- pany, except for real estate used for railroad purposes, other than main stem.....	\$217,780 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	2,105 00
Aggregate assessed valuation.....	<u>\$219,885 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$1,099 18
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	20 60
Total tax.....	<u>\$1,119 78</u>

DELAWARE BAY AND CAPE MAY RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	3.520 miles.
Value of main stem in New Jersey.....	\$28,000 00
State tax.....	115 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Cape May county, Lower township.....	.890
Cape May Point Borough.....	.980
West Cape May Borough.....	.610
Cape May City.....	1.040
	<hr/> 3.520

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Lower Township, County of Cape May.

DESCRIPTION OF PROPERTY.

Car house and platform.....	\$1,500 00
Engine house.....	100 00
Water tank.....	200 00
Wind mill, pumping engine and pumps.....	400 00
Oil house.....	25 00
Coal bin.....	50 00
	<hr/>
Total value.....	\$2,275 00
Local tax rate, \$1.28.	
Tax for taxing district.	\$29 78
State tax.....	11 88

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

One locomotive.....	\$4,500 00
Three motor engines.....	4,200 00
Two eight-wheel excursion cars.....	2,200 00
Four eight-wheel excursion cars.....	4,800 00
Three eight-wheel small closed cars.....	2,400 00
One platform freight car.....	800 00
One small hand car.....	25 00
Tools.....	200 00
Total value.....	<u>\$18,525 00</u>
State tax.....	\$92 62

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Delaware Bay and Cape May Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$46,625 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	<u>2,275 00</u>
Aggregate assessed valuation.....	\$48,900 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$244 50
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	<u>22 75</u>
Total tax.....	\$267 25

DELAWARE RIVER RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	19.566 miles.
Value of main stem in New Jersey.....	\$120,000 00
State tax.....	600 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Gloucester county, Woodbury city.....	.668
West Deptford township.....	4.007
Greenwich township.....	4.075
Logan township.....	5.881
Salem county, Oldman's township.....	3.298
Upper Penn's Neck township.....	1.687
	<hr/> 19.566

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Greenwich Township, County of Gloucester.*

DESCRIPTION OF PROPERTY.

Freight station at Paulsboro.....	\$100 00
Tool house at Paulsboro	20 00
Total value.....	<hr/> \$120 00

Local tax rate, \$0.86.

Tax for taxing district.....	\$1 08
State tax.....	60

Taxing District of Logan Township, County of Gloucester.

DESCRIPTION OF PROPERTY.

Freight station at Bridgeport.....	\$100 00
Total value.....	\$100 00
Local tax rate, \$0.82.	
Tax for taxing district.....	\$0 82
State tax.....	50

Taxing District of Oldman's Township, County of Salem.

DESCRIPTION OF PROPERTY.

Dwelling house.....	\$400 00
Freight station at Pedricktown.....	100 00
Total value.....	\$500 00
Local tax rate, \$0.57.	
Tax for taxing district.....	\$2 85
State tax.....	2 50

Taxing District of Upper Penns Neck Township, County of Salem.

DESCRIPTION OF PROPERTY.

Land outside main stem, 2.80 acres.....	\$280 00
Freight station at Pennsgrove.....	100 00
Water tank.....	100 00
Pumping engine.....	200 00
Engine house No. 1.....	400 00
Engine house No. 2.....	600 00
Turn table, 50 feet diameter.....	800 00
Total value.....	\$1,980 00
Local tax rate, \$0.90.	
Tax for taxing district.....	\$17 83
State tax.....	9 90

DELAWARE RIVER RAILROAD CO.

517

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

One passenger engine.....	\$5,000 00
Two passenger engines.....	2,000 00
Two passenger coaches (old).....	800 00
Two combination cars.....	600 00
Total value.....	<u>\$8,400 00</u>
State tax.....	\$42 00

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Delaware River Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$184,400 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	<u>2,700 00</u>
Aggregate assessed valuation.....	\$187,100 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$685 50
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	<u>22 52</u>
Total tax.....	\$708 02

EASTON AND AMBOY RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	66.402 miles.
Value of main stem in New Jersey.....	\$4,853,665 00
State tax.....	24,268 33

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Warren county, Phillipsburg.....	1.400
Lopatcong township.....	.680
Pohatcong township.....	3.510
Greenwich township.....	1.030
Hunterdon county, Bethlehem township.....	5.910
Bethlehem township (branch).....	1.860
Union township.....	5.070
Franklin township.....	1.960
Franklin township (Clinton branch).....	1.430
Clinton borough (branch).....	.630
Clinton township.....	2.810
Readington township.....	4.460
Hunterdon county, Raritan township.....	3.000
Raritan township (branch to Flemington).....	1.890
Somerset county, Branchburg township.....	2.640
Hillsborough township.....	8.870
Bridgewater township.....	2.440
Middlesex county, Piscataway township.....	7.840
Raritan township.....	4.930
Raritan township (to Pennsylvania Railroad).....	.482
Woodbridge township.....	1.440
Perth Amboy township.....	2.170
	<hr/> 66.402

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.*Taxing District of Phillipsburg, County of Warren.*

DESCRIPTION OF PROPERTY.

Telegraph office.....	\$400 00
Ice house.....	1,800 00
Tool house.....	50 00
Carpenter shop.....	500 00
Lumber shed.....	850 00
Freight house.....	800 00
Oil house.....	300 00
Car inspector's office.....	300 00
Water tank.....	800 00
Paint shop.....	100 00
Coal pocket.....	500 00
Blacksmith shop.....	10 00
Total value.....	\$5,910 00

Local tax rate, \$1.50.

Tax for taxing district..... \$59 10

State tax..... 29 55

Taxing District of Pohatcong Township, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, 4.26 acres.....	\$255 60
Double arch culvert (part outside main stem).....	42,816 00
Total value.....	\$48,071 60

Local tax rate, \$0.75.

Tax for taxing district..... \$828 08

State tax..... 215 86

Taxing District of Greenwich Township, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, 12.00 acres.....	\$600 00
excess depot grounds, 1.80 acres.....	51 50
Total value.....	\$651 50

520 UNCLASSIFIED R. R. AND CANAL COS.

Local tax rate, \$0.78.

Tax for taxing district.....	\$5 08
State tax.....	3 26

Taxing District of Bethlehem Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess at West End depot, 8.00 acres.....	\$150 00
excess at Bloomsburg depot, 8.00 acres.....	150 00
excess width, 2.82 acres.....	118 00
Sidings outside main stem, 2,922 feet.....	8,278 00
on Turkey Hill branch, 5,682 feet.....	2,841 00
Freight shed.....	400 00
Telegraph house.....	100 00
Water tank.....	500 00
Total value.....	<u>\$7,580 00</u>

Local tax rate, \$0.77 $\frac{3}{10}$.

Tax for taxing district.....	58 20
State tax.....	37 65

Taxing District of Union Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, 4.08 acres.....	\$201 50
excess depot grounds at Midvale, 5.00 acres.....	250 00
Sidings outside main stem, 1,950 feet.....	2,184 00
Freight shed.....	400 00
Freight house.....	500 00
Water tank.....	500 00
Shed.....	75 00
Total value.....	<u>\$4,110 50</u>

Local tax rate, \$0.90.

Tax for taxing district.....	\$36 99
State tax.....	20 55

within District of Franklin Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, 81 acre.....	\$81 00
excess depot grounds at Landsdowne, 8.00 acres	800 00
Sidings outside main stem, 630 feet.....	705 00
Peach shed.....	75 00
Water tank.....	800 00
Turn table.....	700 00
Engine house.....	500 00
Freight house.....	1,000 00
Total value.....	\$4,111 00

Local tax rate, \$1.05.

Tax for taxing district.....	\$41 11
State tax.....	20 56

Taxing District of Readington Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess depot grounds, 8.18 acres.....	\$234 75
Freight shed.....	800 00
Total value.....	<u>\$534 75</u>

Local tax rate, \$1.10.

Tax for taxing district.....	\$5 85
State tax.....	2 67

Taxing District of Raritan Township, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, 2.00 acres.....	\$200 00
Water tank (double).....	1,500 00
Freight shed.....	800 00
Total value.....	\$2,000 00

Local tax rate, \$1.08.

Tax for taxing district.....	\$20 00
State tax.....	10 00

522 UNCLASSIFIED R. R. AND CANAL COS.

Taxing District of Branchburg Township, County of Somerset.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 800 feet.....	\$886 00
Shed	50 00
Coal dump.....	500 00
Total value.....	\$886 00

Local tax rate, \$0.93.

Tax for taxing district..... \$8 24

State tax..... 4 43

Taxing District of Hillsborough Township, County of Somerset.

DESCRIPTION OF PROPERTY.

Land outside main stem, 3.91 acres.....	\$586 50
excess depot grounds, 5.00 acres.....	750 00
Sidings outside main stem, 480 feet.....	588 00
Water tank.....	1,500 00
Trackman's house.....	800 00
Coal dumps.....	500 00
Total value.....	\$4,174 50

Local tax rate, \$0.85.

Tax for taxing district..... \$35 48

State tax..... 20 87

Taxing District of Bridgewater Township, County of Somerset.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess depot grounds, 2.00 acres.....	\$300 00
Sidings outside main stem, 100 feet.....	112 00
Coal dumps.....	1,000 00
Grain house.....	1,000 00
Total value.....	\$2,412 00

Local tax rate, \$0.96.

Tax for taxing district..... \$23 16

State tax..... 12 06

Taxing District of Piscataway Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.51 acres.....	\$708 00
Water tanks.....	1,500 00
Freight shed.....	500 00
Boiler house.....	200 00
Total value.....	<u>\$2,908 00</u>

Local tax rate, \$1.84.

Tax for taxing district..... \$29 06

State tax..... 14 58

Taxing District of Raritan Township, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.47 acres.....	\$294 00
Sidings outside main stem, 1,510 feet.....	1,691 00
Track to Edgar's clay beds, 1,590 feet.....	1,781 00
Water tank.....	800 00
Telegraph office.....	200 00
Car Inspector's office	50 00
Coal dumps.....	2,600 00
Trestle.....	1,850 00
Bridge over Pennsylvania avenue at Metuchen.....	<u>4,500 00</u>
Total value.....	\$18,266 00

Local tax rate, \$1.47.

Tax for taxing district..... \$182 66

State tax..... 66 38

Taxing District of Perth Amboy, County of Middlesex.

DESCRIPTION OF PROPERTY.

Land outside main stem, (including graduation in yard) 163.00 acres.....	\$77,617 00
Sidings outside main stem, (at Pennsylvania railroad crossing) 12,480 feet	18,978 00
in yard, 211,180 feet.....	126,708 00
Five piers with trestle.....	200,000 00
Stocking grounds and trestle.....	<u>203,000 00</u>

524 UNCLASSIFIED R. R. AND CANAL COS.

Track walker's house.....	\$200 00
Ice house.....	200 00
Freight house.....	500 00
Boiler house.....	800 00
Water tank.....	1,100 00
Round house (20 stalls).....	20,000 00
Turn table.....	1,000 00
Machine shop.....	4,000 00
Supply house.....	100 00
Car shop.....	4,500 00
Office.....	500 00
Boarding house.....	3,000 00
Stables.....	1,000 00
Office.....	1,000 00
Office.....	250 00
Superintendent's office.....	400 00
Crib and bulkhead.....	12,000 00
Total value.....	\$871,868 00
Local tax rate, \$2.86.	
Tax for taxing district.....	\$6,718 53
State tax.....	3,859 26

[LANSDOWNE AND CLINTON RRANCH.]

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Clinton Borough, County of Hunterdon.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.00 acres	\$800 00
Sidings outside main stem, 1,285 feet.....	1,439 00
Freight house.....	1,000 00
Trestle.....	900 00
Total value.....	\$3,639 00
Local tax rate, \$1.08.	
Tax for taxing district.....	\$36 39
State tax.....	18 20

[BRANCH TO WARREN MFG CO.'S MILL.]

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Bethlehem Township, County of Hunterdon.*

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 2,010 feet.....	\$2,251 00
Trestle.....	1,550 00
Total value.....	\$3,801 00

Local tax rate, \$0.77 ³ / ₁₀ .	
Tax for taxing district.....	\$29 88
State tax.....	19 00

[FLEMINGTON BRANCH.]

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Raritan Township, County of Hunterdon.*

DESCRIPTION OF PROPERTY.

Land outside main stem, 5.00 acres.....	\$2,000 00
Sidings outside main stem, 400 feet.....	448 00
Engine house.....	600 00
Total value.....	\$3,048 00

Local tax rate, \$1.08.	
Tax for taxing district.....	\$80 48
State tax.....	15 24

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

Twenty-eight freight engines.....	\$196,000 00
Eight passenger engines.....	56,000 00

Six first-class passenger cars.....	\$18,000 00
Six second-class passenger cars.....	12,000 00
Eight baggage cars.....	12,800 00
Two thousand seven hundred coal cars.....	406,000 00
Three hundred freight cars.....	120,000 00
Hand cars and repair trucks..	580 00
One caboose.....	850 00
One caboose.....	600 00
One derrick car.....	600 00
Pile driver, derrick, scow, engine, &c.....	2,750 00
Twelve derricks.....	2,400 00
Six hoisting engines and boilers.....	8,700 00
Six engines.....	2,100 00
Six boilers for same.....	2,000 00
Thirty-three tubs for hoisting ore.....	990 00
Tools of all kinds.....	8,845 00
Total value.....	\$844,715 00
State tax.....	\$4,223 57

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1896.

VALUATION.

Assessed valuation of the Easton and Amboy Railroad Company, except for real estate used for railroad purposes, other than main stem...	\$7,948,880 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	773,904 85
Aggregate assessed valuation.....	\$8,722,284 85

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$48,611 42
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	7,592 23
Total tax.....	\$51,203 65

FERRO MONTE RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	2.220 miles.
Value of main stem in New Jersey.....	\$18,000 00
State tax.....	90 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Morris county, Roxbury township.....	.450
Randolph township.....	1.770
	<hr/> 2.220

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.

Taxing District of Roxbury Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 5.05 acres.....	\$878 75
Sidings outside main stem, 900 feet.....	900 00
Scale house.....	20 00
Fairbanks scales.....	100 00
Total value.....	<hr/> \$1,898 75
Local tax rate, \$0.90.	
Tax for taxing district.....	\$12 59
State tax.....	6 99

Taxing District of Randolph Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 2.90 acres.....	\$87 00
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TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$198 90
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	84 10
Total tax.....	<hr/> \$283 00

FREEHOLD AND NEW YORK RAILWAY COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	14.591 miles.
Value of main stem in New Jersey.....	\$218,800 00
State tax.....	1.094 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Monmouth county, Freehold township.....	2.702
Marlboro township.....	7.261
Matawan township.....	2.640
Raritan township.....	1.988
	<hr/> 14.591

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.

Taxing District of Freehold Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, at Freehold, 8.49 acres.....	\$2,547 00
at East Freehold, .39 acres.....	89 00
Sidings outside main stem, 8,512 feet.....	3,512 00
Tool house, including platform.....	800 00
Tool house.....	60 00
Engine house, new.....	800 00
Coal platform.....	75 00
Water tank, housed.....	400 00
Freight platform.....	82 00
Total value.....	<u>\$7,765 00</u>
Local tax rate, \$0.90.	
Tax for taxing district.....	\$69 88
State tax.....	88 88

FREEHOLD AND NEW YORK RAILWAY CO. 581

Taxing District of Marlboro Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, at Marlboro depot, 2.88 acres.....	\$288 00
at Bradwell depot, .57 acre.....	57 00
at Wickatunk depot, .58 acre.....	58 00
at Morgansville depot, .12 acre.....	12 00
excess width, 2.71 acres.....	271 00
Sidings outside main stem, 880 feet.....	880 00
Marlboro freight house.....	70 00
Bradwell freight house.....	80 00
Water tank.....	800 00
Freight house	72 00
Total value.....	<u>\$1,588 00</u>

Local tax rate, \$0.80.

Tax for taxing district..... \$12 66

State tax..... 7 91

Taxing District of Matawan Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 2.14 acres.....	\$821 00
Sidings outside main stem, 1,574 feet.....	1,574 00
Freight house.....	88 00
Tool house.....	32 00
Turn table (50 feet diameter).....	1,200 00
Total value.....	<u>\$3,210 00</u>

Local tax rate, \$1.20 $\frac{1}{2}$.

Tax for taxing district..... \$82 10

State tax..... 16 05

Taxing District of Raritan Township, County of Monmouth.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, .25 acre.....	\$200 00
water front in Keyport, .52 acre.....	1,040 00
Sidings outside main stem, 268 feet.....	268 00

532 UNCLASSIFIED R. R. AND CANAL COS.

Freight house.....	\$340 00
Water tank.....	400 00
Coal bin.....	80 00
Part of exterior pier, Raritan bay.....	1,200 00
Freight shed.....	2,000 00
Shanty.....	100 00
Superintendent's office.....	50 00
Total value.....	\$5,628 00

Local tax rate, \$0.85 ⁷ / ₁₀	
Tax for taxing district.....	\$48 19
State tax.....	28 12

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Engine No. 1, (owned).....	\$4,000 00
Engine No. 5, (leased).....	4,000 00
Engine No. 7, (leased).....	4,000 00
Engine No. 68, (leased).....	8,500 00
Combination car, (leased).....	2,000 00
Passenger car No. 66, (leased).....	2,000 00
Passenger car No. 67, (leased).....	2,000 00
Ten (10) gondola freight cars, (leased).....	2,500 00
Two (2) box freight cars, (leased).....	700 00
Tools, office and station furniture.....	2,950 00
Total value.....	\$27,850 00
State tax.....	\$188 25

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Freehold and New York Railway Company, except for real estate used for railroad purposes, other than main stem.....	\$247,450 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	18,181 00
Aggregate assessed valuation.....	\$265,631 00

FREEHOLD AND NEW YORK RAILWAY CO. 533

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$1,828 16
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	162 88
Total tax.....	<u>\$1,490 99</u>

HACKENSACK RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	6.000 miles.
Value of main stem in New Jersey.....	\$98,000 00
State tax.....	465 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Bergen county, Union township.....	1.150
Lodi township.....	4.240
New Barbadoes township.....	.610
	<hr/> 6.000

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Union Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 120 feet.....	\$120 00
House.....	200 00
Two watch houses.....	55 00
Total value.....	<hr/> \$375 00

Local tax rate, $\$0.88\frac{9}{10}$	
Tax for taxing district.....	\$8 33
State tax.....	1 88

Taxing District of Lodi Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Freight house.....	\$100 00
Freight house.....	75 00
Total value.....	<hr/> \$175 00

HACKENSACK RAILROAD CO.

535

Local tax rate, \$1.87.	
Tax for taxing district.....	\$1 75
State tax.....	87

Taxing District of New Barbadoes, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width at Essex street, 1.70 acres.....	\$1,200 00
Sidings outside main stem, 885 feet.....	885 00
Round house.....	2,000 00
Freight house.....	700 00
Total value.....	<u>\$4,785 00</u>

Local tax rate, \$2.68.	
Tax for taxing district.....	\$47 85
State tax.....	28 98

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Hackensack Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$104,760 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	5,885 00
Aggregate assessed valuation.....	<u>\$110,095 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above	\$550 48
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	52 98
Total tax.....	<u>\$603 41</u>

HIBERNIA MINE RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	5.500 miles.
Value of main stem in New Jersey.....	\$90,000 00
State tax	450 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Morris county, Rockaway township.....	5.500

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM FOR THE YEAR 1886.

Taxing District of Rockaway Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem,(excess width at Morris canal) 5.00 acres.....	\$1,000 00
Sidings outside main stem, 7,864 feet.....	7,864 00
Office building.....	200 00
Fairbanks railroad scales.....	800 00
Coal dump.....	100 00
Engine house, brick.....	2,500 00
Machine shop, brick.....	1,600 00
Total value.....	\$14,064 00

Local tax rate, \$1.00.

Tax for taxing district.....	\$140 64
State tax.....	70 32

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY, FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Two freight engines.....	\$12,000 00
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HIBERNIA MINE RAILROAD CO.

537

Twenty-four four-wheel oil cars.....	6,000 00
Twelve four-wheel gravel cars.....	2,400 00
One lever hand car.....	50 00
One small truck car.....	25 00
Total value.....	<u>\$20,475 00</u>
State tax.....	\$102 88

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Hibernia Mine Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$179,475 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	<u>14,064 00</u>
Aggregate assessed valuation.....	\$193,539 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$967 70
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	<u>140 64</u>
Total tax.....	\$1,108 34

HIBERNIA UNDERGROUND RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	1.087 miles.
Value of main stem in New Jersey.....	\$60,000 00
State tax.....	800 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Morris county, Rockaway township.....	1.087

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Rockaway Township, County of Morris.*

DESCRIPTION OF PROPERTY.

Watch house.....	\$10 00
Engine house.....	800 00
Trestle.....	275 00
Office building.....	800 00
Total value.....	\$1,885 00
Local tax rate, \$1.00.	
Tax for taxing district.....	\$18 85
State tax.....	6 98

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

Two (2) small locomotives.....	\$4,000 00
Total value.....	\$4,000 00
State tax.....	20 00

HIBERNIA UNDERGROUND RAILROAD CO. 539

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Hibernia Underground Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$98,700 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	1,885 00
Aggregate assessed valuation.....	<u>\$95,085 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$475 48
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	18 85
Total tax.....	<u>\$489 28</u>

JERSEY CITY AND BERGEN RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	20.648 miles.
Value of main stem in New Jersey.....	.....
State tax.....	.....

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Jersey City.....	20.648

NOTE.—This railroad is operated as a horse railroad with steam privileges. The right of way through the streets of Jersey City is granted by ordinance, and the company has no ownership in its road-bed. Consequently the main stem (so called) is not valued or assessed.

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Jersey City, County of Hudson.*

DESCRIPTION OF PROPERTY.

Lots 1 and 2, Block 197, 2,700 feet.....	\$1,100 00
Block 198 fronting on Montgomery street, 24,800 feet.....	7,936 00
Block 198 fronting on Tuers and Water avenue, 30,658 feet.....	5,885 38
Block 227 fronting on Montgomery street, 12,500 feet.....	4,000 00
Block 227 fronting on Orchard street, 12,800 feet.....	2,419 20
Block 503, lot K, fronting on Grand street, 1,900 feet.....	608 00
Track, 129,540 feet.....	80,962 00
Track (in car house, Greenville) 828 feet.....	398 00
Brick car house and repair shop.....	5,600 00
Brick stable east side Tuers avenue.....	10,000 00
Brick blacksmith shop east side Tuers avenue.....	8,200 00
Brick stable in rear of blacksmith shop.....	4,000 00
Brick stable northwest corner of Water avenue and Montgomery street....	4,000 00
Brick feed house west side of Water avenue.....	2,400 00
Brick stable west side of Water avenue.....	4,000 00

JERSEY CITY AND BERGEN RAILROAD CO. 541

Four (4) frame buildings used for hill horses.....	\$180 00
Frame building, Tuers avenue yard, used as hospital.....	180 00
Frame car house, office, &c., on Montgomery street opposite Tuers avenue,	2,000 00
Property corner Ocean avenue, Gates avenue and old Bergen road, Green-	
ville, .895 acre.....	5,000 00
One story building, corner Gates avenue and old Bergen road.....	2,000 00
Stables adjoining and extending from Bergen road to Ocean avenue.....	12,000 00
Car house north of above on Ocean avenue.....	8,500 00
Waiting room and blacksmith shop, corner Ocean avenue and Gates avenue	2,000 00
Total value.....	\$168,828 58

Local tax rate, \$2.94	
Tax for taxing district.....	\$1,688 28
State tax.....	818 62

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Five hundred and twenty-eight horses.....	\$66,000 00
Eighty-one cars.....	51,500 00
Snow plows, scrapers, wagons, carts, &c.....	4,250 00
Harness.....	2,200 00
Feed, grain, implements, tools, &c.....	2,225 00
Total value.....	\$126,175 00
State tax.....	\$680 87

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Jersey City and Bergen Railroad Company, except for real estate used for railroad purposes, other than main stem...	\$240,175 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	168,828 58
Aggregate assessed valuation.....	\$408,498 58

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$2,017 49
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	1,688 28
Total tax.....	\$3,650 72

LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	46.840 miles.
Value of main stem in New Jersey.....	\$690,000 00
State tax.....	8,460 00

NOTE.—Total length of main stem in New York and New Jersey, 62.70 miles.

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Sussex county, Vernon township.....	8.124
Hardyston township.....	4.818
Sparta township.....	6.273
Andover township.....	6.000
Green township.....	3.951
Warren county, Allamuchy township.....	4.119
Independence township.....	3.757
Hope township.....	3.201
Oxford township.....	7.097
	<u>46.840</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.*Taxing District of Vernon Township, County of Sussex.*

DESCRIPTION OF PROPERTY.

Land outside main stem, in depot grounds at De Kay's, .95 acre.....	\$58 00
in depot grounds at Vernon, 78 acre.....	48 80
in depot grounds at Maple Grange, .12 acre.....	7 20
excess width, 1.74 acres.....	104 40
Sidings outside main stem, 890 feet.....	890 00
Building at McAfee, formerly used as depot.....	600 00
Milk depot at De Kays.....	80
Milk depot at Maple Grange.....	80 00

L. AND H. R. RAILWAY CO.

543

Milk depot.....	\$50 00
Milk depot.....	80 00
Turn table.....	800 00
Old engine house.....	200 00
Land outside main stem, excess width at McAfee, 1.08 acres.....	61 80
Total value.....	\$2,405 20
Local tax rate, \$1.09.	
Tax for taxing district.....	\$24 05
State tax.....	12 08

Taxing District of Hardyston Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width at Sink Hole, 1.98 acres.....	\$118 80
Operator's house.....	75 00
Freight house and milk depot.....	50 00
Total value.....	\$248 80
Local tax rate, \$1.08 ⁹ ₁₀ .	
Tax for taxing district.....	\$2 44
State tax.....	1 22

Taxing District of Sparta Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 9.14 acres.....	\$685 50
Turn table.....	800 00
Milk depot.....	50 00
Milk depot.....	80 00
Ice house.....	250 00
Total value.....	\$1,815 50
Local tax rate, \$1.08.	
Tax for taxing district.....	\$18 15
State tax.....	6 58

Taxing District of Andover Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 10.97 acres.....	\$822 75
Sidings outside main stem, 850 feet.....	850 00
Milk depot.....	80 00
Freight house.....	150 00
Tool house.....	25 00
Milk depot.....	80 00
Total value.....	<u>\$1,907 75</u>

Local tax rate, $\$0.97\frac{1}{10}$	
Tax for taxing district.....	\$18 68
State tax.....	9 54

Taxing District of Greene Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess depot grounds, 1.24 acres.....	\$75 00
excess width, .21 acre.....	18 00
Milk depot.....	80 00
Freight house.....	50 00
Total value.....	<u>\$178 00</u>

Local tax rate, \$0.88.....	
Tax for taxing district.....	\$1 52
State tax.....	86

Taxing District of Allamuchy Township, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess depot grounds, Allamuchy, 1.25 acres.....	\$98 75
Long Bridge, .92 acre.....	69 00
Freight house.....	150 00
Total value.....	<u>\$312 75</u>

Local tax rate, $\$0.88\frac{6}{10}$	
Tax for taxing district.....	\$2 61
State tax.....	1 56

Taxing District of Independence Township, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess Great Meadow depot grounds, 4.00 acres,	\$800 00
excess width, .69 acre.....	51 75
Freight house.....	100 00
Total value.....	<u>\$451 75</u>

Local tax rate, \$0.72½.

Tax for taxing district..... \$3 27

State tax..... 2 28

Taxing District of Hope Township, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 4.48 acres.....	\$882 25
excess depot grounds, .78 acre.....	54 75
Milk depot.....	80 00
Total value.....	<u>\$417 00</u>

Local tax rate, \$0.78²/₁₀.

Tax for taxing district..... \$3 28

State tax..... 2 08

Taxing District of Oxford Township, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess depot grounds, 5.44 acres.....	\$408 00
in connection, 10.50 acres.....	787 50
Sidings outside main stem, 920 feet.....	920 00
Tool house.....	50 00
Highway bridges.....	250 00
Total value.....	<u>\$2,415 50</u>

Local tax rate, \$0.85³/₁₀.

Tax for taxing district..... \$20 60

State tax..... 12 08

546 UNCLASSIFIED R. R. AND CANAL COS.

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Eight freight and passenger engines.....	\$48,000 00
Ten passenger and baggage cars.....	20,000 00
Two hundred and ninety-seven freight and other cars.....	89,100 00
Total value.....	<u>\$157,100 00</u>
Proportion for New Jersey, \$18,776	117,861 00
State tax.....	586 80

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Lehigh and Hudson Railway Company except for real estate used for railroad purposes, other than main stem.....	\$931,861 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	9,642 25
Aggregate assessed valuation.....	<u>\$941,008 25</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$4,705 01
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	89 58
Total tax.....	<u>\$4,794 54</u>

LODI BRANCH RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM, FOR THE YEAR 1886.

Length of main stem in New Jersey.....	1.750 miles.
Value of main stem in New Jersey.....	\$15,000 00
State tax.....	75 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Bergen county, Lodi township.....	1.750

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.

Taxing District of Lodi Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width at gravel pit, 1.80 acres.....	\$180 00
excess width, .48 acre.....	48 00
Total value.....	<u>\$178 00</u>

Local tax rate, \$1.87.	
Tax for taxing district.....	\$1 78
State tax.....	89

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Lodi Branch Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$15,900 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	178 00
Aggregate assessed valuation.....	\$16,078 00

548 UNCLASSIFIED R. R. AND CANAL COS.

TAX.

Tax for uses on aggregate assessed valuation as above.....	\$80 89
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	1 78
Total tax.....	<hr/> \$82 17

MAYS LANDING AND EGG HARBOR CITY RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	7.000 miles.
Value of main stem in New Jersey.....	\$35,000 00
State tax.....	175 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Atlantic county, Hamilton township.....	6.000
Galloway township.....	1.000
	<hr/> 7.000

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Hamilton Township, County of Atlantic.

DESCRIPTION OF PROPERTY.

Turn table, 48 feet diameter.....	\$100 00
Hand pump.....	50 00
Water tank.....	25 00
Total value.....	<hr/> \$175 00
Local tax rate, \$1.84.	
Tax for taxing district.....	\$1 75
State tax.....	88

550 UNCLASSIFIED R. R. AND CANAL COS.

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Mays Landing and Egg Harbor City Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$35,600 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	175 00
Aggregate assessed valuation.....	<u>\$35,775 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$178 88
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	1 75
Total tax.....	<u>\$180 68</u>

MIDVALE RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	.780 miles.
Value of main stem in New Jersey.....	\$5,000 00
State tax.....	25 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

Passaic county, Pompton township.....t.....	Miles, .780
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VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Midvale Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$5,600 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	
Aggregate assessed valuation.....	\$5,600 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$28 00
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	
Total tax.....	\$28 00

MONMOUTH PARK RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	1.218 miles.
Value of main stem in New Jersey.....	\$21,000 00
State tax.....	105 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Monmouth county, Eatontown township.....	1.218

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Eatontown Township, County of Monmouth.*

DESCRIPTION OF PROPERTY.

Turn table (iron).....	\$900 00
Total value.....	\$900 00
Local tax rate, \$0.80.	
Tax for taxing district.....	\$7 20
State tax.....	4 50

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Monmouth Park Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$23,640 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	900 00
Aggregate assessed valuation.....	\$24,540 00

MONMOUTH PARK RAILROAD CO.

553

TAX.

Tax for State uses on aggregate assessed valuation as above.....	122 70
Tax for uses of taxing districts on real estate used for railroad purposes other than main stem.....	7 20
Total tax.....	<u>\$129 90</u>
36	

MORRIS CANAL AND BANKING COMPANY.

[LEHIGH VALLEY RAILROAD CO.—LESSEE.]

VALUATION AND ASSESSMENT OF WATER WAY, FOR THE YEAR
1896.

Length of water way in New Jersey.....	106 480 miles.
Value of water way in New Jersey.....	\$4 800,000 00
State tax.....	24,000 00

LENGTH OF WATER WAY IN TAXING DISTRICTS.

	Miles.
Hudson county, Jersey City.....	7.600
Kearney township.....	1.800
Essex county, Newark City.....	7 000
Belleville township.....	.580
Bloomfield township.....	4.600
Passaic county, Acquackanonk township.....	3.750
Paterson City.....	1.950
Little Falls township.....	8.500
Wayne township.....	3.000
Morris county, Pequannock township.....	2.100
Montville township.....	4.720
Boonton township.....	3.150
Rockaway township.....	7.550
Randolph township.....	5.850
Roxbury township.....	9.700
Roxbury township (late Hopatcong Feeder).....	.500
Mt. Olive township.....	5.250
Passaic county, Wayne township (Pompton Feeder).....	3.600
Sussex county, Byram township.....	1.580
Warren county, Independence township.....	4.200
Mansfield township.....	8.100
Washington township.....	3.800
Washington borough.....	1.000
Franklin township.....	5.500
Greenwich township.....	2 800

MORRIS CANAL AND BANKING CO.

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Warren county, Lopatcong township.....	\$2 900
Phillipsburg.....	1.600
	<u>106.480</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN WATER WAY, FOR THE YEAR 1886.

Taxing District of Jersey City, County of Hudson.

DESCRIPTION OF PROPERTY.

Filled land between Washington street and solid filling line, 11.94 acres.	\$597,000 00
Land under water between Washington street and solid filling line, 30.36 acres.	759,000 00
Excess width between Washington and Van Vorst streets, 7,500 square feet.	7,500 00
Excess width between Van Vorst and Henderson streets, 6,100 square feet.	6,100 00
Excess width at Hackensack river, 1.76 acres.	1,760 00
Western Union Telegraph pier.	17,928 86
Piers 1 and 2.	108,681 86
Pier 3.	8,990 76
Pier.	1,900 00
Pier, Essex street (one-half).	6,016 47
Large wharf.	32,749 00
Buildings on Pier 1.	800 00
Six coal bunks on Pier 3.	6,110 00
Elevated railroad on Pier 3.	1,233 72
Carpenter shop.	150 00
Dwelling house.	500 00
Lock house.	100 00
Stable.	600 00
Watch house.	25 00
Pump house.	1,000 00
Stable.	200 00
Buildings on Pier 2.	125 00
Draw bridge at piers.	200 00
Bridge to plank road.	1,355 60
Total value.	<u>\$1,555,020 27</u>

Local tax rate, \$2.94

Tax for taxing district....	\$15,550 20
State tax.....	7,775 10

Taxing District of Kearney Township, County of Hudson.

DESCRIPTION OF PROPERTY.

Bridge from plank road.....	\$1,855 60
Bridge to plank road.....	1,855 60
Total value.....	\$2,711 20
Local tax rate, \$2.56.	
Tax for taxing district.....	\$27 11
State tax.....	18 56

Taxing District of Newark City, County of Essex.

DESCRIPTION OF PROPERTY.

Excess width at High street.....	\$12,000 00
Lock No 16, E.....	8 069 76
Houses on Lock No. 16, E.....	150 00
Collector's office.....	2,500 00
Total value.....	\$17,719 76
Local tax rate, \$2.08	
Tax for taxing district.....	\$177 20
State tax.....	88 60

Taxing District of Bloomfield Township, County of Essex.

DESCRIPTION OF PROPERTY.

Stable.....	\$300 00
Store house.....	200 00
Plane house.....	1,000 00
Total value.....	\$1,500 00
Local tax rate, \$2.26.	
Tax for taxing district.....	\$15 00
State tax.....	7 50

Taxing District of Montville Township, County of Morris.

DESCRIPTION OF PROPERTY.

Plane.....	\$1 000 00
Stables.....	200 00
Total value.....	<u>\$1,200 00</u>

Local tax rate, \$1.04.

Tax for taxing district.....	\$12 00
State tax.....	6 00

Taxing District of Boonton Township, County of Morris.

DESCRIPTION OF PROPERTY.

Three plane houses.....	\$8,000 00
Total value.....	<u>\$8,000 00</u>

Local tax rate, \$1 85.

Tax for taxing district.....	\$80 00
State tax.....	15 00

Taxing District of Rockaway Township, County of Morris.

DESCRIPTION OF PROPERTY.

Plane houses.....	\$1,000 00
Total value.....	<u>\$1,000 00</u>

Local tax rate, \$1.00.

Tax for taxing district.....	\$10 00
State tax.....	5 00

Taxing District of Randolph Township, County of Morris.

DESCRIPTION OF PROPERTY.

Basin at Dover, 2.00 acres.....	\$100 00
Plane house.....	500 00
Total value.....	<u>\$600 00</u>

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Local tax rate, \$1.12½.	
Tax for taxing district.....	\$6 00
State tax.....	8 00

Taxing District of Roxbury Township, County of Morris.

DESCRIPTION OF PROPERTY.

Five plane houses.....	\$2 500 00
Total value.....	\$2,500 00
Local tax rate, \$0.90	
Tax for taxing district.....	\$23 50
State tax.....	12 50

Taxing District of Mount Olive Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land between Stanhope and Waterloo, 1.00 acre.....	\$50 00
Two plane houses.....	1,000 00
Total value.....	\$1,050 00
Local tax rate, \$0.86.	
Tax for taxing district.....	\$9 08
State tax.....	5 28

Taxing District of Byram Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land under water at Stanhope, 500.00 acres.....	\$25,000 00
Land under water at Cranbury, 1,000.00 acres.....	50,000 00
Collector's office.....	200 00
Plane house.....	500 00
Total value.....	\$75,700 00
Local tax rate, \$1 00.	
Tax for taxing district.....	\$757 00
State tax.....	878 50

Taxing District of Independence Township, County of Warren.

DESCRIPTION OF PROPERTY.

Stable.....	\$800 00
Lock house.....	200 00
Total value.....	\$500 00
Local tax rate, \$0.72½.	
Tax for taxing district.....	\$3 68
State tax.....	2 50

Taxing District of Mansfield Township, County of Warren.

DESCRIPTION OF PROPERTY.

Strip, excess width.....	\$50 00
Strip, excess width.....	25 00
Scales on plane 6, W.....	1,500 00
Collector's office.....	500 00
Two plane houses.....	1,000 00
Total value.....	\$8 075 00
Local tax rate, \$0 88.	
Tax for taxing district.....	\$25 52
State tax.....	15 88

Taxing District of Washington Township, County of Warren

DESCRIPTION OF PROPERTY.

Plane house.....	\$500 00
Total value.....	\$500 00
Local tax rate, \$0.84½.	
Tax for taxing district.....	\$4 28
State tax.....	2 50

Taxing District of Washington Borough, County of Warren.

DESCRIPTION OF PROPERTY.

Boat yard, 2.00 acres.....	\$800 00
Excess width near Warren railroad, .25 acre.....	40 00
Total value.....	<u>\$840 00</u>

Local tax rate, \$1.25½.

Tax for taxing district	\$8 40
State tax.....	1 70

Taxing District of Greenwich Township, County of Warren.

DESCRIPTION OF PROPERTY.

Two plane houses	\$1,000 00
Total value.....	<u>\$1,000 00</u>

Local tax rate, \$0.78.

Tax for taxing district.	\$7 80
State tax.....	5 00

Taxing District of Lopatcong Township, County of Warren.

DESCRIPTION OF PROPERTY.

Plane house.....	\$500 00
Total value.....	<u>\$500 00</u>

Local tax rate, \$0.78.

Tax for taxing district.....	\$8 80
State tax.....	2 50

Taxing District of Phillipsburg, County of Warren.

DESCRIPTION OF PROPERTY.

Excess width, 11.187 acres.....	\$55,685 00
Store	800 00
Stables.	1,200 00

MORRIS CANAL AND BANKING CO.

561

Collector's office.....	\$500 00
Dry docks.....	5,000 00
Plane house.....	800 00
Total value.....	\$68,485 00

Local tax rate, \$1 50.	
Tax for taxing district.....	\$684 85
State tax.....	817 43

[LAKE HOPATCONG FEEDER.]

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN WATER WAY FOR THE YEAR 1886.

Taxing District of Roxbury Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land under water at Lake Hopatcong, 600.00 acres.....	\$80,000 00
Office.....	100 00
Total value.....	\$80,100 00

Local tax rate, \$0.90.	
Tax for taxing district.....	\$370 90
State tax.....	150 50

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Three hundred and sixteen boats.....	\$94,800 00
Twenty scows.....	8,000 00
Two dredge boats.....	9,000 00
Twenty-six mules and harness.....	1,950 00
Seventeen horses and harness.....	1,275 00
Nineteen wagons.....	950 00
Twelve carts.....	800 00
Total value.....	\$111,275 00

State tax.....	\$556 87
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VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Lehigh Valley Railroad Company, Lessee of the Morris Canal and Banking Company, except for real estate used for canal purposes, other than waterway.....	\$4,996,675 00
Assessed valuation of real estate used for canal purposes, other than waterway.....	1,761,501 23
Aggregate assessed valuation.....	<u>\$6,758,176 23</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$33,790 88
Tax for uses of taxing districts on real estate used for canal purposes, other than waterway.....	17,570 17
Total tax.....	<u>\$51,361 05</u>

MOUNT HOPE MINERAL RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	4.000 miles.
Value of main stem in New Jersey.....	\$70,000 00
State tax.....	850 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Morris county, Randolph township .....	.250
Rockaway township.....	8.750
	<u>4.000</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Randolph Township, County of Morris.*

DESCRIPTION OF PROPERTY.

Engine house, brick.....	\$2,000 00
Coal trestle.....	800 00
Scale house and track scales.....	1,200 00
Total value.....	<u>\$3,500 00</u>

Local tax rate, \$1.12½.

Tax for taxing district.....	\$85 00
State tax.....	\$17 50

Taxing District of Rockaway Township, County of Morris.

DESCRIPTION OF PROPERTY.

Sidings outside main stem.....	\$7,480 00
Tool house.....	10 00
Water tank.....	400 00
Total value.....	<u>\$7,890 00</u>

564 UNCLASSIFIED R. R. AND CANAL COS.

Local tax rate, \$1 00.	
Tax for taxing district.....	\$78 90
State tax.....	39 45

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Two (2) freight locomotives.....	\$10,000 00
One hand truck.....	100 00
Total value.....	\$10 100 00
State tax.....	\$50 50

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Mount Hope Mineral Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$164,400 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	11,890 00
Aggregate assessed valuation.....	\$175,790 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$878 95
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	113 90
Total tax.....	\$992 85

NEW JERSEY AND NEW YORK RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	11.600 miles.
Value of main stem in New Jersey.....	\$210,000 00
State tax.....	1,050 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Bergen county, New Barbadoes township.....	1.500
Midland township.....	8.500
Washington township.....	6.600
	<u>11.600</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.*Taxing District of New Barbadoes, County of Bergen.*

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 101 feet.....	\$101 00
Total value.....	<u>\$101 00</u>
Local tax rate, \$2.68.	
Tax for taxing district... ..	\$1 01
State tax.....	50

Taxing District of Midland Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Freight house.....	\$100 00
Total value.....	<u>\$100 00</u>

566 UNCLASSIFIED R. R. AND CANAL COS.

Local tax rate, \$1.45.	
Tax for taxing district	\$1 00
State tax.....	50

Taxing District of Washington Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width at Hillsdale, 1.66 acres.	\$320 00
Freight house.....	200 00
Repair shop.....	300 00
Machine shop.....	1,300 00
Turn table.....	400 00
Water tank.....	500 00
Two freight sheds.....	200 00
Coal dump.....	40 00
Total value.....	\$3,260 00

Local tax rate, \$1 06.	
Tax for taxing district	\$32 60
State tax.....	16 30

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Six locomotives.....	\$24,500 00
One locomotive.....	6,300 00
Fourteen passenger cars.	14,000 00
Five combination cars.....	4,500 00
Ten box cars.....	8,000 00
Nine platform cars.....	1,350 00
One cattle car.....	150 00
Machinery and tools in machine shop.....	600 00
Total value.....	\$54,400 00
Portion assessable in New Jersey, $\frac{17}{36}$	\$26,596 00
State tax.....	182 98

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1896.

VALUATION.

Assessed valuation of the New Jersey and New York Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$255,096 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	8,461 00
Aggregate assessed valuation.....	<u>\$258,557 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$1,292 78
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	84 61
Total tax.....	<u>\$1,327 39</u>

NEW YORK AND FORT LEE RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM* FOR THE YEAR
1886.

Length of main stem in New Jersey.....	.240 miles.
Value of main stem in New Jersey.....	\$48,000 00
State tax.....	215 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Weehawken township.....	.240

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the New York and Fort Lee Railroad Com- pany, except for real estate used for railroad purposes, other than main stem.....	\$44,200 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	.....
Aggregate assessed valuation.....	\$44,200 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$231 00
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem .....	.....
Total tax.....	\$231 00

NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	43.510 miles.
Value of main stem in New Jersey.....	\$1,015 000 00
State tax.....	5,075 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS

	Miles.
Hudson county, Jersey City.....	.725
North Bergen township.....	.966
Kearney township.....	8 888
Essex county, Newark City	1 244
Belleville township.....	.127
Bloomfield township.....	2 440
Montclair township.....	8 485
Passaic county, Little Falls township	4 550
Wayne township.....	3 884
Pompton township.....	9 575
Pompton township (Ringwood branch).....	2 600
West Milford township.....	5 889
Morris county, Pequannock township	4 692
	43.510

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Kearney Township, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, on river front, 1.00 acre.....	\$2,000 00
Sidings outside main stem, 496 feet.....	872 00
Freight depot at Arlington.....	200 00
	\$2,572 00
Total value	
37	

Tax for taxing district	\$25 72
State tax	12 86

Taxing District of Newark City, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 1.00 acre.....	\$6,000 00
excess at North Newark depot, 1.87 acres.....	7,000 00
Freight depot.....	200 00
Total value.....	<u>\$13,200 00</u>

Local tax rate, \$2.03.	
Tax for taxing district.....	\$182 00
State tax.....	66 00

Taxing District of Bloomfield Township, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 1.75 acres.....	\$500 00
excess width, .50 acre.....	100 00
Sidings outside main stem, 1,586 feet.....	1,150 00
Freight depot.....	200 00
Total value.....	<u>\$1,952 00</u>

Local tax rate, \$2.26.	
Tax for taxing district.....	\$19 52
State tax.....	9 76

Taxing District of Montclair Township, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds, 2.00 acres.....	\$1,000 00
proposed depot grounds at Morristown Junction, 2.50 acres	800 00
proposed depot grounds, .67 acre.....	400 00
Sidings outside main stem, 1,200 feet	900 00
Engine house and turn table at Montclair Heights.....	500 00
Freight depot.....	1,000 00
Total value.....	\$4,600 00

N. Y. AND G. L. RAILWAY CO.

571

Local tax rate, \$8.02.	
Tax for taxing district.....	\$46 00
State tax.....	28 00

Taxing District of Little Falls Township, County of Passaic.

DESCRIPTION OF PROPERTY.

Tool house at Singac.....	\$50 00
Total value.....	\$50 00

Local tax rate, \$1.00.	
Tax for taxing district.....	\$0 50
State tax.....	25

Taxing District of Wayne Township, County of Passaic.

DESCRIPTION OF PROPERTY.

Land outside main stem, between railroad and canal, 5.00 acres.....	\$800 00
Sidings outside main stem, 940 feet.....	705 00
Freight depot at Wayne.....	75 00
Wood trestle.....	800 00
Total value.....	\$1,880 00

Local tax rate, \$1.28.	
Tax for taxing district.....	\$18 80
State tax.....	9 40

Taxing District of Tompton Township, County of Passaic.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds, .17 acre.....	\$50 00
Sidings outside main stem 1,000 feet.....	750 00
Store house.....	500 00
Round house and turn table.....	2,000 00
Machine shop.....	1,000 00
Water tank.....	500 00
Total value.....	\$4,800 00

572 UNCLASSIFIED R. R. AND CANAL COS.

Local tax rate, \$2.81.	
Tax for taxing district.....	\$48 00
State tax	24 00

Taxing District of West Milford Township, County of Passaic.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, 500 feet.....	\$375 00
Total value.....	\$375 00
Local tax rate, \$1.19.	
Tax for taxing district.....	\$3 75
State tax.....	1 88

Taxing District of Pequannock Township, County of Morris.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width near Pompton Plains, .83 acre.....	\$95 00
excess width, .17 acre.....	50 00
excess width, 2.00 acres.....	120 00
gravel pit.....	120 00
Freight depot.....	200 00
Total value.....	\$525 00
Local tax rate, \$0.88½.	
Tax for taxing district.....	\$4 38
State tax.....	2 02

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Two bituminous coal burning engines.....	\$7,000 00
Two bituminous coal burning engines.....	8,000 00
Two anthracite coal burning engines.....	9 000 00
Two anthracite coal burning engines.....	7,000 00
Five combined baggage and smoking cars.....	10,000 00
Twelve passenger cars.....	30,000 00
Thirty-two flat cars and gondolas.....	8,000 00

N. Y. AND G. L. RAILWAY CO.

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Three freight cabooses.....	\$1,050 00
Stationary engine and boiler.....	200 00
Tools and machinery of all kinds.....	1,100 00
Office furniture at station.....	60 00
Steamer Montclair.....	5,000 00
Total value.....	<u>\$86,410 00</u>
State tax.....	\$432 05

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the New York and Greenwood Lake Railway Company, except for real estate used for railroad purposes, other than main stem.....	\$1,143,110 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	29,954 00
Aggregate assessed valuation.....	<u>\$1,173,064 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$5,865 89
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	298 67
Total tax.....	<u>\$6,163 99</u>

NEW YORK, SUSQUEHANNA AND WESTERN RAIL-ROAD COMPANY (MAIN LINE).

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	94.009 miles.
Value of main stem in New Jersey.....	\$2,700,000 00
State tax.....	13,500 00

NOTE.—Total length of main line from Jersey City to Gravel Place, Pa., 101.2 miles.

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Jersey City.....	2 083
North Bergen township.....	4 356
Bergen county, Ridgefield township.....	4 461
New Barbadoes township.....	1 400
Midland township.....	1 280
Saddle River township.....	2 690
Franklin township.....	9 300
Passaic county, Paterson city.....	3 090
Manchester township.....	2 220
Pompton township.....	3 287
West Milford township.....	5 185
Morris county, Pequannock township.....	5 658
Jefferson township..	2 435
Sussex county, Hardyston township.....	5 865
Sparta township.....	7 136
Lafayette township.....	3 094
Hampton township.....	5 893
Stillwater township.....	4 964
Warren county, Frelinghuysen township.....	2 295
Hardwick township.....	2 395
Blairstown borough.....	6 693
Knowlton township.....	6 434
Warren county, Pahaquarry township.....	1 795
	94.009

Taxing District of Jersey City, County of Hudson.

Land outside main stem, between West Saint Paul's avenue and Catharine street, 12,687 feet	\$1,268 70
 between Catherine street and Van Keuren avenue, 8,468 feet.....	846 80
Sidings outside main stem. 1,950 feet.....	2 281 00
Office building at West End.....	250 00
Engine house at West End.....	500 00
Tool house.....	15 00
Two watch houses.....	80 00
Water tank.....	850 00
Total value.....	\$6,041 50
 Local tax rate, @2.04.	
Tax for taxing district.....	\$60 41
State tax.....	80 21

DESCRIPTION OF PROPERTY.	
Tool house.....	\$15 00
Total value.....	<u>\$15 00</u>
Local tax rate, @1.82 ¹ .	
Tax for taxing district.....	\$0 15
State tax.....	08

DESCRIPTION OF PROPERTY.	
Land outside main stem, at junction with New Jersey and New York Railroad, .89 acre.....	\$585 00
Sidings outside main stem, to New Jersey and New York Railroad, 1,000 feet.....	1,100 00

576 UNCLASSIFIED R. R. AND CANAL COS.

Freight house.....	\$300 00
Bridge tender's house.....	500 00
Total value.....	<u>\$2,485 00</u>

Local tax rate, \$2.68.

Tax for taxing district.....	\$24 85
State tax.....	12 42

Taxing District of Midland Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Maywood depot grounds, 1.70 acres.....	\$170 00
Freight house.....	150 00
Total value.....	<u>\$320 00</u>

Local tax rate, \$1.45.

Tax for taxing district.....	\$3 20
State tax.....	1 60

Taxing District of Franklin Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, 11.90 acres.....	\$9,520 00
Sidings outside main stem, 2,586 feet.....	2,845 00
Freight house at Wyckoff.....	150 00
Freight house at Wortendyke.....	200 00
Turn table at Wortendyke.....	500 00
Engine house at Wortendyke.....	600 00
Machine shop at Wortendyke.....	2,000 00
Car shop at Wortendyke.....	1,000 00
Repair shop at Wortendyke.....	400 00
Water tank at Wortendyke.....	400 00
Tool house at Wortendyke.....	15 00
Freight house at Wyckoff (new).....	150 00
Total value.....	<u>\$17,780 00</u>

Local tax rate, \$1.29.

Tax for taxing district.....	\$177 80
State tax.....	88 90

Taxing District of Paterson City, County of Passaic.

DESCRIPTION OF PROPERTY.

Land outside main stem, 5 00 acres.....	\$7,500 00
Sidings outside main stem, 1,270 feet.....	1,897 00
Freight house at Broadway.....	500 00
Engine house at Broadway.....	600 00
Turn table at Broadway.....	400 00
Water tank at Broadway.....	500 00
Six watch houses.....	120 00
Tool house.....	15 00
Total value.....	\$11,082 00

Local tax rate, \$2.50.

Tax for taxing district..... \$110 82

State tax..... 55 18

Taxing District of Manchester Township, County of Passaic.

DESCRIPTION OF PROPERTY.

Land outside main stem, 8.40 acres.....	\$510 00
Sidings to N. Y., L. E. and W. R. R., 2,100 feet.....	2,810 00
Total tax.....	\$2,820 00

Local tax rate, \$1.85.

Tax for taxing district..... \$28 20

State tax..... 14 10

Taxing District of West Milford Township, County of Passaic.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.81 acres.....	\$333 00
Tool house at Charlotteburg.....	50 00
Freight house.....	200 00
Total value.....	\$583 00

Local tax rate, \$1.19.

Tax for taxing district..... \$5 88

State tax..... \$2 91

Taxing District of Pequannock Township, County of Morris.

DESCRIPTION OF PROPERTY.

Bloomfield depot grounds, 1.00 acre.....	\$150 00
Yard and depot grounds at Butler, 5.00 acres.....	4,000 00
Sidings outside main stem, 1,800 feet.....	1,980 00
Water tank.....	300 00
Engine house.....	300 00
Turn table.....	300 00
Tool house.....	30 00
Bridge outside main stem.....	550 00
Total value.....	\$7,610 00

Local tax rate, \$0.83½.

Tax for taxing district.....	\$63 54
State tax.....	38 06

Taxing District of Jefferson Township, County of Morris.

DESCRIPTION OF PROPERTY.

Freight house at Newfoundland.....	\$400 00
Water tank.....	400 00
Tool house.....	30 00
Total value.....	\$830 00

Local tax rate, \$0.90⁶⁷/₁₀₀.

Tax for taxing district.....	\$7 53
State tax.....	4 16

Taxing District of Hardyston Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.25 acres.....	\$62 50
Tool house.....	30 00
Supply house.....	25 00
Sand house.....	50 00
Turn table.....	1,000 00
Two water tanks and stand pipe.....	1,100 00
Engine house at Two Bridges.....	100 00
Coal chutes near Two Bridges.....	1,100 00
Total value.....	\$3,767 50

Local tax rate, \$1 08 ¹ / ₁₀	
Tax for taxing district.....	\$87 68
State tax.....	18 84

Taxing District of Sparta Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 14.68 acres.....	\$731 50
Sidings outside main stem, 800 feet.....	880 00
Water tank.....	400 00
Freight house at Sparta Junction.....	100 00
Total value.....	\$2,111 50

Local tax rate, \$1.08.....	
Tax for taxing district.....	\$21 11
State tax.....	10 58

Taxing District of Lafayette Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 1.00 acre.....	\$50 00
Signal house, Sussex crossing.....	100 00
Signal house, Branchville Junction.....	100 00
Total value.....	\$250 00

Local tax rate, \$0.84.....	
Tax for taxing district.....	\$2 10
State tax.....	1 25

Taxing District of Hampton Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, .80 acre.....	\$60 00
Water tank at Swartswood.....	400 00
Total value.....	\$460 00

Local tax rate, \$0 97.....	
Tax for taxing district.....	\$4 46
State tax.....	2 80

Taxing District of Stillwater Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds, .20 acre	\$10 00
Milk depot at Emmons.....	160 00
Total value.....	\$160 00
Local tax rate, \$0.97.	
Tax for taxing district.....	\$1 55
State tax.....	80

Taxing District of Hardwick Township, County of Warren.

DESCRIPTION OF PROPERTY.

Milk house at Marksboro.....	\$60 00
Total value.....	\$60 00
Local tax rate, \$0.95.	
Tax for taxing district.....	\$0 57
State tax.....	30

Taxing District of Blairstown Borough, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, depot grounds, 1.60 acres.....	\$360 00
Sidings outside main stem, 450 feet.....	495 00
Tool house.....	30 00
Car house.....	700 00
Turn table.....	700 00
Engine house.....	500 00
Water tank and stand pipe.....	600 00
Total value.....	\$2,385 00
Local tax rate, \$0 78 $\frac{1}{10}$.	
Tax for taxing district.....	\$24 81
State tax.....	16 92

Taxing District of Knowlton Township, County of Warren.

DESCRIPTION OF PROPERTY.

Land outside main stem, Warrington depot grounds, .85 acre.....	\$35 00
Land at junction with branch to Delaware station, .28 acre.....	28 00
Tool house.....	80 00
Total value.....	<u>\$93 00</u>

Local tax rate, \$.82 ₁₀ ⁷ .	
Tax for taxing district.....	\$0 77
State tax.....	47

Taxing District of Pahaquarry Township, County of Warren.

DESCRIPTION OF PROPERTY.

Water tank at Dunfield.....	\$400 00
Total value.....	<u>\$400 00</u>

Local tax rate, \$1.00.	
Tax for taxing district.....	\$4 00
State tax.....	2 00

[PATERSON BRANCH.]

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	.719 miles.
Value of main stem in New Jersey.....	\$154,000 00
State tax.....	770 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	MI. OP.
Passaic county, Paterson city.....	.719

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Paterson City, County of Passaic.*

DESCRIPTION OF PROPERTY.

Land outside main stem, 19,260 feet	\$5,825 60
Freight house at Mechanics street.....	1,000 00
Total value.....	<u>\$6,825 60</u>
Local tax rate, \$2.50.	
Tax for taxing district.....	\$68 26
State tax.....	84 13

[UNIONVILLE RRANCH.]

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	20.082 miles.
Value of main stem in New Jersey.....	\$475,000 00
State tax.....	2,375 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Sussex county, Hardyston township.....	9.192
Sparta township.....	.890
Wantage township.....	10 000
	<u>20.082</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Hardyston Township, County of Sussex.*

DESCRIPTION OF PROPERTY.

Land outside main stem, between Franklin and Hamburg, .75 acre.....	\$80 00
depot grounds at Hamburg, 1.42 acres.....	118 60
Sidings outside main stem, at Franklin, 1,800 feet.....	1,980 00
spur to Lime Kiln, 850 feet.....	985 00

N. Y., S. AND W. RAILROAD CO.

583

Water tank, house and sluice way.....	\$600 00
Tool house.....	15 00
Freight house.....	850 00
Milk depot.....	100 00
Trestle bridge at Franklin.....	800 00
Total value.....	\$4,928 60

Local tax rate, \$1.08 ₁₀ ⁵	
Tax for taxing district.....	\$49 28
State tax.....	24 62

Taxing District of Sparta Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Sidings outside main stem, spur to Zinc Mine, 2,450 feet.....	\$2,695 00
Freight house.....	200 00
Tool house.....	15 00
Trestle bridge.....	247 00
Total tax.....	\$3,157 00

Local tax rate, \$1.08.	
Tax for taxing district.....	\$31 57
State tax.....	15 79

Taxing District of Wantage Township, County of Sussex.

DESCRIPTION OF PROPERTY.

Land outside main stem, 6.80 acres.....	\$378 00
Tool house.....	20 00
Freight house at Deckertown.....	900 00
Freight and milk depot.....	100 00
Total value.....	\$1,898 00

Local tax rate, \$0.89.	
Tax for taxing district.....	\$12 44
State tax.....	6 99

[DELAWARE BRANCH.]

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	8.000 miles.
Value of main stem in New Jersey.....	\$75,000 00
State tax.....	875 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Warren county, Knowlton township.....	8.000

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Knowlton Township, County of Warren.*

DESCRIPTION OF PROPERTY.

Turn table.....	\$400 00
Total value.....	\$400 00
Local tax rate, \$0.82 ¹ / ₁₀ .	
Tax for taxing district.....	\$8 31
State tax.....	2 00

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

Eighteen passenger engines.....	\$90,000 00
Two passenger engines (leased).....	15,000 00
Two freight engines.....	10,000 00
Three freight engines (leased).....	22,500 00
Fifteen passenger cars.....	84,500 00
Eight smoking cars.....	12,800 00

Three baggage cars.....	\$2,400 00
Two express cars.....	8,400 00
Twenty-one box cars.....	7,850 00
Fifty-seven flat cars.....	11,400 00
Thirty-two ore cars.....	2,400 00
Thirty four lime cars.....	6,800 00
Sixty two gondola cars.....	18,640 00
Eleven milk cars.....	8,800 00
Five caboose cars.....	600 00
One tool car.....	250 00
One derrick car.....	250 00
One snow flanger.....	800 00
Ten freight engines (leased).....	80,000 00
Eight passenger cars (leased).....	24,000 00
One hundred and fifty box cars (leased).....	52,600 00
Fifty-five gondola cars (leased).....	18,750 00
One thousand coal cars (leased).....	850,000 00
Two hundred coal cars (leased).....	76,800 00
Six caboose cars (leased).....	1,050 00
Tools and machinery.....	15,000 00
Total value.....	<u>\$849,990 00</u>

Proportion assessable in New Jersey, 80.8 per cent..... \$682,542 00

State tax..... \$8,412 71

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the New York, Susquehanna and Western Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$4,881,542 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	76,907 70
Aggregate assessed valuation.....	<u>\$4,958,449 70</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$24,792 25
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	748 69
Total tax.....	<u>\$25,585 94</u>

PASSAIC AND NEW YORK RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	3.000 miles.
Value of main stem in New Jersey.....	\$54,000 00
State tax.....	270 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Passaic county, Passaic city .....	.....
Bergen county, Saddle River township.....	.....
	3.000

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN MAIN STEM, FOR THE YEAR 1886.

Taxing District of Passaic City, County of Passaic.

DESCRIPTION OF PROPERTY.

Freight depot.....	\$600 00
Engine house.....	400 00
	\$1,000 00
Total value.....	
Local tax rate, \$2 74.	
Tax for taxing district.....	\$10 00
State tax.....	5 00

Taxing District of Saddle River Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Freight depot.....	\$300 00
	\$300 00
Total value.....	

PASSAIC AND NEW YORK RAILROAD CO. 587

Local tax rate, \$1.60.	
Tax for taxing district.....	\$3 00
State tax.....	1 50

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Passaic and New York Railroad Company, except for real estate used for railroad purposes, other than main stem....	\$55,000 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	1.800 00
Aggregate assessed valuation.....	\$56,800 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$281 50
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	18 00
Total tax.....	\$294 50

PENNSYLVANIA, SLATINGTON AND NEW ENGLAND RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	19.000 miles.
Value of main stem in New Jersey.....	\$34,600 00
State tax	178 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Sussex county, Vernon township.....	1.700
Wantage township.....	6.800
Frankford township.....	5.400
Hampton township.....	5.100
	<u>19.000</u>

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Pennsylvania, Slatington and New England Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$35,600 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	.....
Aggregate assessed valuation.....	\$35,600 00

TAX.

Tax for State uses on aggregate assessed valuation as above	\$177 50
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	.....
Total tax.....	\$177 50

TUCKERTON RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1886.

Length of main stem in New Jersey.....	30.750 miles
Value of main stem in New Jersey.....	\$185,000 00
State tax.....	925 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Ocean county, Manchester township.....	2.250
Lacey township.....	10.750
Ocean township.....	8.000
Union township.....	2.750
Stafford township.....	4.500
Eagleswood township.....	8.000
Burlington county, Little Egg Harbor township.....	4.500
	<hr/> 30.750

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.*Taxing District of Manchester Township, County of Ocean.*

DESCRIPTION OF PROPERTY.

One-half water tank.....	\$200 00
Tool house.....	80 00
Total value.....	<hr/> \$280 00

Local tax rate, \$2.01 $\frac{1}{2}$.

Tax for taxing district.....	\$2 80
State tax.....	1 16

Taxing District of Union Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Freight station at Barnegat.....	\$200 00
Tool house.....	20 00
Total value.....	<hr/> \$220 00

590 UNCLASSIFIED R. R. AND CANAL COS.

Local tax rate, \$1 82.	
Tax for taxing district.....	\$2 20
State tax.....	1 10

Taxing District of Stafford Township, County of Ocean.

DESCRIPTION OF PROPERTY.

Freight station at Manahawkin.....	\$200 00
Total value.....	\$200 00
Local tax rate, \$1.80.	
Tax for taxing district.....	\$2 00
State tax.....	1 00

Taxing District of Little Egg Harbor, Township, County of Burlington

DESCRIPTION OF PROPERTY.

Freight station at Tuckerton.....	\$200 00
Engine house at Tuckerton.....	800 00
Engine house at Tuckerton (new).....	500 00
Turn table at Tuckerton.....	800 00
Tool house at Tuckerton.....	25 00
Water tank and caloric engine.....	800 00
Wharf at terminus.....	400 00
Total value.....	\$2,525 00
Local tax rate, \$1 16.	
Tax for taxing district.....	\$25 25
State tax.....	12 62

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY, FOR THE YEAR 1896.

DESCRIPTION OF PROPERTY.

Two locomotives.....	\$6,000 00
One locomotive (leased).....	6,000 00
One steamboat (leased).....	18,000 00
Two passenger cars.....	1,400 00
Two combination cars.....	1,000 00

TUCKERTON RAILROAD CO.

591

Twelve freight cars.....	\$3,000 00
Eleven gondola cars.....	1,100 00
Four hand cars.....	160 00
Six hand trucks.....	120 00
Tools in shop and on sections.....	250 00
Total value.....	<u>\$87,080 00</u>
State tax.....	\$185 15

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the Tuckerton Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$228,780 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	8,175 00
Aggregate assessed valuation.....	<u>\$231,955 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$1,150 52
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	81 75
Total tax.....	<u>\$1,191 27</u>

WATCHUNG RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM, FOR THE YEAR
1896.

Length of main stem in New Jersey.....	4 163 miles.
Value of main stem in New Jersey.....	\$104,500 00
State tax.....	523 60

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Essex county, Newark city.....	1 049
Bloomfield township.....	.889
East Orange township.....	1.894
Orange city.....	.623
West Orange township.....	.208
	<u>4.163</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1896.*Taxing District of East Orange Township, County of Essex.*

DESCRIPTION OF PROPERTY.

Freight house at Glenwood avenue depot.....	\$100 00
Two watch houses.....	20 00
Tool house.....	25 00
Total value.....	<u>\$145 00</u>
Local tax rate, \$1.95.	
Tax for taxing district.....	\$1 45
State tax.....	78

Taxing District of Orange City, County of Essex.

DESCRIPTION OF PROPERTY.

Freight house at Washington avenue depot.....	\$100 00
Total value.....	\$100 00
Local tax rate, \$2.60.	
Tax for taxing district.....	\$1 00
State tax.....	50

Taxing District of West Orange Township, County of Essex.

DESCRIPTION OF PROPERTY.

Land outside main stem, triangle Main street depot grounds, 1,100 feet... excess width between Main and White streets, 2,600 feet.....	\$100 00 200 00
Freight house at Main street depot.....	200 00
Watch house.....	10 00
Turn table.....	100 00
Water tank.....	200 00
Total value.....	\$810 00
Local tax rate, \$2.08.	
Tax for taxing district.....	\$8 10
State tax.....	4 05

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1896.

VALUATION.

Assessed valuation of the Watchung Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$105,000 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	1,055 00
Aggregate assessed valuation.....	\$106,055 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$580 28
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	10 55
Total tax.....	\$590 83

WEEHAWKEN BRANCH RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	2.823 miles.
Value of main stem in New Jersey.....	\$500,000 00
State tax.....	2,500 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Jersey City	1 048
Hoboken city.....	.417
West Hoboken.....	.559
Weehawken township.....	.801
	<u>2.823</u>

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the Weehawken Branch Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$504,500 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	.....
Aggregate assessed valuation.....	<u>\$504,500 00</u>

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$2,523 50
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem .....	.....
Total tax.....	<u>\$2,523 50</u>

WEST SHORE AND ONTARIO TERMINAL COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR
1886.

Length of main stem in New Jersey.....	.870 miles.
Value of main stem in New Jersey.....	\$200,000 00
State tax.....	1,450 00

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Weehawken township.....	.870

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM, FOR THE YEAR 1886.*Taxing District of Weehawken Township, County of Hudson.*

DESCRIPTION OF PROPERTY.

Land, yard at Weehawken, 70 acres.....	\$1,610 000 00
Track, sidings in yard (steel), 44,300 feet.....	49,616 00
Track, sidings in yard (iron), 6 520 feet.....	6,120 00
Round house.....	13 000 00
Gas houses.....	2,000 00
Gas tank.....	1,000 00
Turn table.....	2,000 00
Oil and paint shop.....	500 00
Blacksmith shop.....	200 00
Carpenter shop.....	100 00
Building at end of milk shed.....	50 00
Two covered milk sheds.....	4,000 00
Boiler house on Rack No. 8.....	1,500 00
Bell tower on Rack No. 8.....	150 00
Three passenger floats.....	7,500 00
Coal pier.....	24,682 00

First track, platform, &c	\$5,726 00
Second track, platform, &c	9,870 00
Third track, platform, &c	5,726 00
Express piers, platform, &c	18 000 00
Transfer bridges (freight)	25,000 00
Pier No. 1	38 000 00
Platform under ferry building	1,000 00
Pier No. 2, including freight shed	200,000 00
Pier No. 3, including freight shed	250,000 00
Pier No. 8 and foundation of elevator "A"	120,000 00
Bulkhead from south line of property to north end of Pier 2	215,000 00
Bulkhead from Pier 2 to line of Union township	80,000 00
Ferry house	80,000 00
Howe scales and houses	1,300 00
Highway bridge at Clifton drive	2,000 00
Total value	\$2,724,390 00

Local tax rate,

Tax for taxing district

State tax

Taxing District of Union Township, County of Hudson.

DESCRIPTION OF PROPERTY.

Land, yard in Union township, 83.84 acres	\$1,450,116 00
Track, sidings, (iron) 20,806 feet	20,806 00
Track, sidings, (steel) 26 368 feet	29,532 00
Bulkhead (unfinished)	57,600 00
Old bulkhead at stock yards	35 000 00
Old ferry float	2 000 00
Old ferry house	1,200 00
Dump pier	1,000 00
Stock yard pier	4 000 00
Old abattoir	10 000 00
Water tank	100 00
Fifty-five open cattle yards, including paving	8,000 00
Bridge from abattoir to stock yards	800 00
Covered shed east of railroad	1,000 00
Covered cattle sheds including wall	20,000 00
Total value	\$1,641,154 00

Local tax rate,

Tax for taxing district

State tax

WEST SHORE AND ONTARIO TERMINAL CO. 597

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE YEAR 1886.

DESCRIPTION OF PROPERTY.

Four ferry boats.....	\$400,000 00
One ferry boat (old).....	25,000 00
One ferry boat (old).....	15,000 00
Total value.....	<u>\$440,000 00</u>
State tax.....	\$2,200 00

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR THE YEAR 1886.

VALUATION.

Assessed valuation of the West Shore and Ontario Terminal Company, except for real estate used for railroad purposes, other than main stem.....	\$1,078,000 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	<u>4,865,544 00</u>
Aggregate assessed valuation.....	\$5,443,544 00

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$27,217 72
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	<u>11,664 00</u>
Total tax.....	\$38,881 72

WEST SHORE RAILROAD COMPANY.

VALUATION AND ASSESSMENT OF MAIN STEM FOR THE YEAR 1883.

Length of main stem in New Jersey.....	18.497 miles.
Value of main stem in New Jersey.....	\$1 850,000 00
State tax.....	9,350 00

Note.—Total length of road from Weehawken, N. J., to Buffalo, N. Y.—425.95 miles.

LENGTH OF MAIN STEM IN TAXING DISTRICTS.

	Miles.
Hudson county, Weehawken township.....	200
Union, Town of.....	430
North Bergen township.....	2 866
Bergen county, Ridgefield township.....	5.035
Englewood township.....	2 084
Palisade township.....	2.661
Harrington township.....	5.171
	<u>18 497</u>

VALUATION AND ASSESSMENT OF REAL ESTATE OTHER THAN
MAIN STEM FOR THE YEAR 1886.*Taxing District of Weehawken Township, County of Hudson.*

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width at east end of tunnel, 5.60 acres....	\$83 600 00
Total value.....	<u>\$83,600 00</u>
Local tax rate, \$1.52.	
Tax for taxing district.....	\$836 00
State tax.....	168 00

Taxing District of North Bergen Township, County of Hudson.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width west of Tunnel, 8.233 acres.....	\$6 466 00
at New Durham, used as yard, 86 44 acres.....	86 446 00
Sidings outside main stem, 71,123 feet.....	83,218 00
Office building (two stories)	8 500 00
Four store houses.....	800 00
Water tank.....	500 00
Round house.....	30,000 00
Machine shop, plant and fixtures.....	25,000 00
Boiler house.....	400 00
Howe scale (stone foundation)	1,000 00
Five tool houses.....	400 00
Two watch houses.....	50 00
Stand pipe.....	200 00
Brick sewer over Tunnel.....	2,000 00
Culverts in New Durham yard.....	3,850 00
Trestle.....	500 00
Total value.....	<u>\$244,435 00</u>

Local tax rate, \$1.32 $\frac{1}{2}$.

Tax for taxing district..... \$2,444 25

State tax..... 1,222 12

Taxing District of Ridgfield Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Telegraph office at Little Ferry Junction.....	\$200 00
Tool house.....	25 00
Two watch houses.....	50 00
Section house.....	200 00
Total value.....	<u>\$475 00</u>

Local tax rate, \$1 12.

Tax for taxing district..... \$4 75

State tax..... 2 88

Taxing District of Englewood Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 1.75 acres.....	\$200 00
Freight house at Teaneck.....	300 00
Pump house.....	100 00
Two stand pipes.....	600 00
Water tank.....	500 00

Total value..... \$1,700 00

Local tax rate, \$1.19.

Tax for taxing district..... \$17 00

State tax..... 8 50

Taxing District of Palisade Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width and borrow pit, 21.436 acres.....	\$1,073 00
Sidings outside main stem, 4,903 feet.....	5,807 00
Freight house at Bergen Fields.....	800 00
Freight house at Schralenbergh.....	200 00

Total value..... \$7,879 00

Local tax rate, \$1.82½.

Tax for taxing district..... \$73 79

State tax..... 36 90

Taxing District of Harrington Township, County of Bergen.

DESCRIPTION OF PROPERTY.

Land outside main stem, excess width, 1.79 acres.....	\$107 00
Sidings outside main stem, 211 feet.....	247 00
Water tank and pump house.....	800 00
Freight house, Randalls.....	300 00
Two stand pipes.....	600 00

Total value..... \$2,054 00

Local tax rate, \$1.73.

Tax for taxing district..... \$20 54

State tax..... 10 27

VALUATION AND ASSESSMENT OF PERSONAL PROPERTY FOR THE
YEAR 1886.

DESCRIPTION OF PROPERTY.

One hundred locomotives, Classes "A" and "B".....	\$650,000 00
Forty-nine locomotives, Class "C".....	294,000 00
Twenty locomotives, Class "D".....	100,000 00
Twenty locomotives, Class "E".....	180,000 00
One hundred and twenty-two passenger cars, First Class.....	439,200 00
Nineteen passenger cars, Second Class.....	58,200 00
Thirty-two passenger cars, Third Class.....	78,600 00
Two official cars.....	14,000 00
Twelve combination cars.....	36,000 00
Three buffet cars.....	15,000 00
Fifty-nine baggage and express cars.....	118,000 00
Ten baggage and mail cars.....	20,000 00
Five thousand three hundred and forty-six box cars.....	2,188,400 00
Ninety-nine box cars.....	42,075 00
Six milk cars.....	8,000 00
Three hundred and ninety-five stock cars.....	158,000 00
Twenty gondola cars.....	6,500 00
Three hundred gondola cars (coal).....	120,000 00
One thousand one hundred and sixty-five flat cars.....	349,500 00
One derrick car.....	500 00
Twelve boarding cars.....	6,000 00
Twenty-eight caboose cars (8-wheel).....	12,600 00
Thirty-one caboose cars (4-wheel).....	7,775 00
Total value.....	<u>\$4,787,825 00</u>

Portion assessable in New Jersey, $\frac{87}{100}$	\$388,721 00
State tax.....	1,193 00

VALUATION AND ASSESSMENT FOR STATE AND LOCAL USES FOR
THE YEAR 1886.

VALUATION.

Assessed valuation of the West Shore Railroad Company, except for real estate used for railroad purposes, other than main stem.....	\$2,807,621 00
Assessed valuation of real estate used for railroad purposes, other than main stem.....	289,638 00
Aggregate assessed valuation.....	<u>\$2,597,254 00</u>

602 UNCLASSIFIED R. R. AND CANAL COS.

TAX.

Tax for State uses on aggregate assessed valuation as above.....	\$12,986 27
Tax for uses of taxing districts on real estate used for railroad purposes, other than main stem.....	2,896 33
Total tax.....	<u>\$15,883 60</u>

SUMMARY

OF

Valuation and Assessment of Railroads and Canals

FOR 1886.

PENNSYLVANIA RAILROAD SYSTEM.

NAME OF COMPANY.	Miles length in New Jersey.	VALUATION.			TAX.		
		Assessed valuation excepting real estate used for railroad purposes other than main stem.	Assessed valuation of real estate used for railroad purposes other than main stem.	Aggregate assessed valuation.	Tax for State uses.	Tax for uses of taxing districts.	Total tax.
Belvidere Delaware R. R. Co., (including Flemington Branch).....	82.480	\$3,717,603 00	\$317,649 00	\$4,035,252 00	\$20,176 26	\$3,144 79	\$23,320 99
Camden and Atlantic R. R. Co.....	64.589	1,871,011 00	174,231 00	2,045,242 00	10,226 21	1,742 26	11,968 47
Camden and Burlington County R. R. Co....	82.208	719,000 00	57,488 00	776,488 00	3,882 44	563 28	4,445 72
Columbus, Kinokora and Springfield R. R. Co	14.194	167,200 00	3,796 00	170,996 00	854 98	32 82	887 80
Enterprise R. R. Co.....	1.260	29,595 00	4,485 00	34,080 00	170 40	34 08	204 48
Freehold and Jamesburg Agricultural R. R. Co	27.768	648,200 00	29,456 00	677,656 00	3,388 28	270 25	3,658 53
Long Beach R. R. Co.....	20.730	34,500 00	.....	34,500 00	172 50	.....	172 50
Martins Creek Ry. Co.....	1.140	22,940 00	2,725 00	25,665 00	128 82	28 98	157 80
Millstone and New Brunswick R. R. Co.....	6.810	106,050 00	4,660 00	110,710 00	553 55	40 08	593 63
Mt. Holly, Lumberton and Medford R. R. Co	6.190	134,840 00	4,392 00	139,232 00	696 16	41 75	737 91
National Docks Ry. Co.....	1.920	968,116 57	235 00	968,351 57	4,841 76	2 35	4,844 11
Pemberton and Hightstown R. R. Co.....	24.602	397,000 00	9,394 00	406,394 00	2,031 97	85 57	2,117 54
Perth Amboy and Woodbridge R. R. Co.....	6.400	311,900 00	8,559 75	320,459 75	1,102 29	85 60	1,187 89
Philadelphia and Long Branch R. R. Co., (including Island Heights Branch).....	47.230	735,200 00	18,474 70	753,674 70	3,768 87	180 67	3,949 04
Philadelphia, Marlton and Medford R. R. Co	11.723	178,100 00	2,618 00	180,718 00	903 59	26 31	929 90
Rocky Hill Railroad and Transportation Co..	6.540	75,188 00	3,579 00	78,767 00	398 84	80 94	479 78
Salem R. R. Co.....	17.802	219,800 00	10,272 00	229,572 00	1,147 86	97 84	1,245 20
Swedesboro R. R. Co.....	10.551	206,700 00	2,544 00	211,244 00	1,056 22	23 08	1,079 80
United New Jersey Railroad and Canal Co....	209.327	31,661,122 00	6,944,555 90	38,605,677 90	193,028 89	68,990 29	262,018 68
Vincetown Branch R. R. Co.....	2.793	36,150 00	2,424 00	38,574 00	192 87	24 24	217 11
West Jersey R. R. Co., (including Ocean City Branch)	118.844	3,251,608 00	109,737 00	3,361,345 00	16,803 72	1,084 24	17,889 96
West Jersey and Atlantic R. R. Co.....	41.592	816,600 00	54,063 80	870,663 80	4,353 82	537 85	4,890 67
Woodstown and Swedesboro R. R. Co.....	11.177	151,590 00	4,188 00	155,778 00	778 89	38 29	812 18
Pennsylvania R. R. Co. (Lessee).....	.....	5,419,923 00	.....	5,419,923 00	27,099 63	.....	27,099 63
Total	705.820	\$51,781,436 57	\$7,703,527 15	\$59,550,063 72	\$297,754 81	\$77,003 50	\$374,848 31

Railroads, 605.883 miles; Canal and Freehold, 60.937 Total, 705.820.

PHILADELPHIA AND READING RAILROAD SYSTEM.

SUMMARY—PHILA. AND READ. SYSTEM.

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NAME OF COMPANY.	VALUATION.				TAX.		
	Miles length in New Jersey.	Assessed valuation excepting real estate used for railroad purposes other than main stem.	Assessed valuation of real estate used for railroad purposes other than main stem.	Aggregate assessed valuation.	Tax for State uses.	Tax for uses of taxing districts.	Total tax.
Camden, Gloucester & Mt. Ephraim R. R. Co.	4.266	\$63,600 00	\$5,671 00	\$69,271 00	\$346 36	\$56 71	\$403 07
Central Railroad Co., of New Jersey	100.277	20,986,384 00	6,620,563 50	27,606,947 50	138,084 24	65,952 83	203,986 57
Constable's Hook R. R. Co.	2.000	101,890 00	898 00	102,698 00	519 49	8 98	522 47
Delaware Railroad Co., of New Jersey	.152	3,140 00	.....	3,140 00	15 70	.....	15 70
Delaware and Bound Brook R. R. Co.	82.110	3,368,138 00	49,458 60	3,417,621 60	17,088 11	438 78	17,526 89
Dover and Rockaway R. R. Co.	4.640	105,400 00	10,535 00	115,935 00	579 68	105 85	685 08
East Trenton R. R. Co.	2.841	55,125 00	4,125 00	59,250 00	296 25	39 34	335 59
Glassboro Railroad Co.	.484	9,900 00	1,905 00	11,805 00	59 03	19 05	78 08
High Bridge R. R. Co.	18.680	633,505 00	9,910 00	663,415 00	3,317 08	94 96	3,412 04
Lake Hopatcong R. R. Co.	5.080	91,500 00	863 00	91,863 00	459 32	3 28	462 60
Longwood Valley R. R. Co.	10.980	193,420 00	3,342 00	196,762 00	983 81	30 08	1,014 49
Manufacturer's Railroad Co.	1.500	67,877 00	38,890 00	106,867 00	531 34	888 90	920 24
New Jersey Southern Ry Co.	88.498	1,533,000 00	127,682 00	1,660,682 00	8,303 41	664 06	8,967 47
New York and Atlantic Highlands R. R. Co.	2.800	35,700 00	3,230 00	38,930 00	194 65	28 00	222 65
New York and Long Branch R. R. Co.	87.210	3,332,388 00	142,306 00	3,475,194 00	17,375 97	1,263 05	18,644 02
Ogden Mine R. R. Co.	9.970	248,117 00	8,919 00	257,036 00	1,285 18	81 62	1,366 70
Philadelphia and Atlantic City R. R. Co.	54.499	845,700 00	75,028 97	920,728 97	4,603 64	750 29	5,353 93
South Branch R. R. Co.	15.860	847,420 55	17,591 50	865,012 05	1,825 06	171 08	1,996 14
Toms River R. R. Co.	7.579	44,900 00	2,191 00	47,091 00	235 46	21 91	257 37
Toms River and Waretown R. R. Co.	14.707	91,360 00	3,057 00	94,417 00	472 08	30 57	502 65
Vineland Railroad Co.	46.816	426,350 00	24,404 00	450,754 00	2,253 77	240 65	2,494 42
West End R. R. Co.	1.550	90,530 00	2,514 00	93,044 00	465 22	24 13	489 35
Williamstown and Delaware River R. R. Co.	15.848	138,236 00	7,214 00	145,509 00	727 54	72 14	799 68
Philadelphia and Reading R. R. Co. (Lessee)		6,521,800 00	.....	6,521,800 00	32,609 00	.....	32,609 00
	477.187	\$38,355,249 55	\$7,159,823 57	\$46,515,078 12	\$232,575 89	\$70,490 76	\$303,066 15

NEW YORK, LAKE ERIE AND WESTERN RAILROAD SYSTEM.

NAME OF COMPANY.	VALUATION.				TAX.		
	Miles length in New Jer- sey.	Assessed valuation excepting real es- tate used for rail- road pur- poses other than main stem.	Assessed valuation of estate used for railroad pur- poses other than main stem.	Aggregate as- sessed valuation.	Tax for State uses.	Tax for uses of taxing dis- tricts.	Total tax.
Bergen County R. R. Co.	9.980	\$398,606 00	\$14,218 00	\$412,824 00	\$2,064 12	\$142 18	\$2,206 30
Bergen and Dundee R. R. Co. ....	.568	6,180 00	.....	6,180 00	80 90	.....	80 90
Long Dock Co.	2.793	2,272,500 00	8,951,260 70	6,228,760 70	31,118 80	39,512 61	70,631 41
Newark and Hudson R. R. Co.	6.800	442,456 00	23,405 00	465,861 00	2,829 31	234 05	2,568 86
Northern R. R. Co. of New Jersey.....	20.000	739,970 44	6,398 00	736,368 44	3,631 84	63 98	3,745 82
Paterson and Hudson River R. R. Co.	12.575	804,700 00	202,612 00	1,067,312 00	5,886 56	2,020 36	7,856 92
Paterson, Newark and New York R. R. Co.	10.830	543,600 00	28,949 00	572,549 00	2,862 75	289 44	3,152 19
Paterson and Ramapo R. R. Co.	15.059	1,058,000 00	34,872 00	1,092,872 00	5,464 86	347 62	5,811 98
New York, Lake Erie and Western R. R. Co. (Lessee).....	.....	1,686,081 00	.....	1,686,081 00	8,490 40	.....	8,490 40
Total	77.415	\$8,002,093 44	\$4,261,714 70	\$12,263,808 14	\$61,819 04	\$42,610 24	\$108,929 28

DELAWARE, LACKAWANNA AND WESTERN RAILROAD SYSTEM.

NAME OF COMPANY.	VALUATION.				TAX.		
	Miles length in New Jersey.	Assessed valuation excepting real estate used for railroad purposes other than main stem.	Assessed valuation of real estate used for railroad purposes other than main stem.	Aggregate assessed valuation.	Tax for State uses.	Tax for use of taxing districts.	Total tax.
Chester R. R. Co.....	10.020	\$172,525 00	\$3,971 25	\$176,496 25	\$832 48	\$38 81	\$920 79
Morris and Essex R. R. Co. (Delaware, Lackawanna and Western R. R. Co., lessee.)	118.254	26,077,134 00	6,866,690 50	32,943,824 50	164,719 12	68,437 35	238,156 47
Newark and Bloomfield R. R. Co.....	4.230	409,435 00	31,539 00	440,974 00	2,204 97	315 59	2,520 56
Passaic and Delaware R. R. Co.....	13.990	292,147 00	9,609 80	301,756 80	1,508 78	96 10	1,604 88
Sussex R. R. Co.....	80.870	810,516 00	27,183 50	837,699 50	4,188 50	261 98	4,450 48
Warren R. R. Co.....	18.270	2,910,965 00	53,481 00	2,964,446 00	14,822 23	516 26	15,388 49
Delaware, Lackawanna and Western R. R. Co., (Lessee) .....	.....	1,218,788 00	.....	1,218,788 00	6,098 69	.....	6,098 69
	195.634	\$31,891,400 00	\$63,992,495 05	\$38,888,955 05	\$194,419 77	\$69,665 59	\$264,085 36

SUMMARY.

RAILROADS NOT CLASSIFIED.

NAME OF COMPANY.	Miles length in New Jer- sey.	VALUATION.			TAX.		
		Assessed real es- tate used for rail- road purposes other than main stem.	Assessed valuation of real estate used for railroad pur- poses other than main stem.	Aggregate as- sessed valuation.	Tax for State uses.	Tax for uses of taxing dis- tricts.	Total tax.
Anglesa R. R. Co.....	5.000	\$45,550 00	\$260 00	\$45,810 00	\$229 05	\$1 82	\$230 87
Bangor and Portland Ry. Co.....		3,000 00		3,000 00	15 00		15 00
Cape May and Sewell's Point R. R. Co.....	3.200	27,200 00		27,775 00	188 87	5 75	144 62
Charlotteburgh and Green Lake R. R. Co....	4.500	31,200 00	1,687 00	32,887 00	104 44	15 78	180 17
Cumberland and Maurice River R. R. Co....	21.300	217,730 00	2,105 00	219,835 00	1,099 18	20 60	1,119 78
Delaware Bay and Cape May R. R. Co.....	3.520	46,625 00	2,275 00	48,900 00	244 50	22 75	267 25
Delaware River R. R. Co.....	19.566	134,400 00	2,700 00	137,100 00	685 50	22 52	708 02
Easton and Amboy R. R. Co.....	65.920	7,048,380 00	773,904 85	8,722,284 85	43,611 42	7,592 23	51,203 65
Ferro Monte R. R. Co.....	2.220	36,230 00	3,549 75	39,779 75	198 00	34 10	238 00
Freehold and New York Ry. Co.....	14.591	247,450 00	18,181 00	265,631 00	1,328 16	162 88	1,490 99
Hackensack R. R. Co.....	6.000	104,760 00	5,385 00	110,095 00	550 48	52 93	603 41
Hibernia Mine R. R. Co.....	5.500	179,475 00	14,064 00	193,539 00	967 70	140 64	1,108 34
Hibernia Underground R. R. Co.....	1.087	93,700 00	1,385 00	95,085 00	475 43	18 85	489 28
Jersey City and Bergen R. R. Co.....	20.643	240,175 00	168,323 58	408,498 58	2,017 49	1,633 23	3,650 72
Lehigh and Hudson River Ry. Co.....	46.840	931,361 00	9,642 25	941,003 25	4,705 01	89 53	4,794 54
Lodi Branch R. R. Co.....	1.750	15,900 00	178 00	16,078 00	80 39	1 78	82 17
Mays Landing and Egg Harbor City R. R. Co.	7.000	35,600 00	175 00	35,775 00	178 88	1 75	180 63
Midvale R. R. Co.....	.780	5,600 00		5,600 00	28 00		28 00
Monmouth Park R. R. Co.....	1.218	23,640 00		24,540 00	122 70	7 20	129 90
Monmouth Canal and Banking Co. (Lehigh Valley R. R. Co., Lessee).....	106.480	4,996,675 00	1,761,501 23	6,758,176 23	33,790 88	17,570 17	51,361 05
Mount Hope Mineral R. R. Co.....	4.000	164,400 00	11,390 00	175,790 00	878 95	113 90	992 85
New Jersey and New York R. R. Co.....	11.600	255,068 00	3,461 00	258,557 00	1,292 78	34 61	1,327 39
New York and Fort Lee R. R. Co.....	.240	44,200 00		44,200 00	221 00		221 00
New York and Greenwood Lake Ry. Co.....	43.510	1,143,110 00	29,954 00	1,173,064 00	5,805 32	298 67	6,103 99
New York Susquehanna and Western R. R. Co.	117.810	4,981,542 00	70,907 70	4,938,449 70	24,792 25	743 60	25,535 94
Pawcat and New York R. R. Co.....	3.000	55,000 00	1,300 00	56,300 00	281 50	13 00	294 50

RAILROADS NOT CLASSIFIED.

609

Railroads, 486.840 miles; Canal, 106.480 miles---Total, 592.820 miles.

SUMMARY.

SUMMARY.

NAME OF SYSTEM.	VALUATION.				TAX.		
	Miles length in New Jersey.	Assessed valuation excepting real estate used for railroad purposes other than main stem.	Assessed valuation of real estate used for railroad purposes other than main stem.	Aggregate assessed valuation.	Tax for State uses.	Tax for uses of taxing districts.	Total tax.
Pennsylvania R. R. System.....	765.820	\$51,781,436 57	\$7,709,527 15	\$59,550,963 72	\$237,754 81	\$77,093 50	\$374,848 31
Philadelphia and Reading R. R. System.....	477.187	39,855,249 55	7,159,823 57	46,515,073 12	232,575 89	70,490 76	303,066 15
New York, Lake Erie and Western R. R. System.....	77.415	8,002,093 44	4,261,714 70	12,263,808 14	61,819 04	42,610 24	103,929 28
Delaware, Lackawanna and Western R. R. System.....	195.694	31,891,460 00	6,992,495 05	38,883,955 05	194,419 77	69,665 59	264,085 36
Railroads not classified.....	592.820	26,167,350 00	7,544,161 86	33,711,511 86	168,557 57	43,195 91	211,753 48
Railroads, 1,933.459 miles; Canals, 176.417 miles—Total, 2,108.876.	2108.876	\$187,197,599 56	\$33,727,721 83	\$190,925,311 89	\$954,626 58	\$303,056 00	\$1,257,682 58

Length of Main Line, Capital Stock, Debt, Gross Earnings
AND TAX FOR 1886.

TABLE SHOWING LENGTH OF MAIN LINE, CAPITAL STOCK, DEBT, GROSS EARNINGS AND TAX FOR 1886.

NAME OF COMPANY.	Miles length in New Jer- sey.	Capital Stock.	Funded Debt.	Unfunded Debt.	Gross Earnings.	Tax.
<i>a</i> Anglesa R. R. Co.	5.000	\$43,000 00		\$24,000 00		\$230 87
Bangor and Portland Ry Co.						15 00
Belvidere Delaware R. R. Co.	82.480	1,150,000 00	\$3,685,000 00		\$1,235,311 85	28,320 99
Bergen County R. R. Co.	9.990	200,000 00	200,000 00		138,773 38	2,206 30
Bergen and Dundee R. Co. ....	.568	6,000 00				30 90
Camden and Atlantic R. R. Co.	64.539	1,258,255 75	1,387,000 00	118,900 00	519,613 40	11,968 47
Camden and Burlington County R. R. Co.	32.208	381,925 00	350,000 00		199,979 04	4,445 72
Camden, Gloucester and Mt. Ephraim R. R. Co.	4.266	64,500 00	62,100 00	7,000 00	18,586 05	403 07
Cape May and Sewell's Point R. R. Co.	3.200	39,000 00			2,000 00	144 62
Central Railroad Company, of New Jersey	100.277	18,563,200 00	38,746,750 00	2,896,761 36	5,739,323 62	208,986 57
Charlotteburgh and Green Lake R. R. Co.	4.500	100,000 00		1,000 00	903 77	180 17
<i>c</i> Chester R. R. Co.	10.020	98,500 00	100,000 00	25,990 98		920 79
<i>c</i> Columbus Kinkora and Springfield R. R. Co.	14.194	66,050 00	131,300 00			887 80
<i>c</i> Constable's Hook R. R. Co.	2.000	81,400 00			17,663 04	522 47
Cumberland and Maurice River R. R. Co.	21.300	250,000 00	5,000 00	13,918 57	56,114 15	1,119 78
<i>d</i> Delaware Railroad Company, of New Jersey ....	.152	4,025 00		1,400 35		267 25
Delaware Bay and Cape May R. R. Co.	3.520	30,000 00	5,500 00	19,759 07	9,784 30	17,526 89
Delaware and Bound Brook R. R. Co.	32.110	1,742,000 00	1,742,000 00		689,432 26	6,093 69
Delaware, Lackawanna & Western R. R. Co., lessee.						
Delaware River R. R. Co.	19.586	141,400 00	65,000 00	26,631 47	40,117 32	708 02
<i>e</i> Dover and Rockaway R. R. Co.	6.640	100,000 00	35,000 00	33,711 08		685 03
Easton and Amboy R. R. Co.	65.920	5,250,000 00	5,250,000 00	357,032 40	1,644,520 25	51,203 65
<i>f</i> East Trenton R. R. Co.	2.341	45,906 69				335 59
<i>g</i> Enterprise R. R. Co.	1.260	20,000 00		28,158 49		204 48
Ferro Monte R. R. Co.	2.220	30,000 00			4,017 29	233 00
Freehold and Jamesburg Agricultural R. R. Co.	27.768	273,600 00	498,600 00		137,909 29	3,658 58
Freehold and New York Railway Co.	14.591	200,000 00	200,000 00	34,915 21	41,248 60	1,490 99
<i>g</i> Glassboro R. R. Co. ....	.484	1,000 00	3,400 00	5,600 00		78 08
<i>i</i> Hackensack R. R. Co.	6.000	118,000 00				603 41
Hibernia Mine R. R. Co.	5.500	200,000 00			20,026 08	1,108 84

LENGTH OF MAIN LINE, CAPITAL STOCK, DEBT, GROSS EARNINGS AND TAX—Continued.

NAME OF COMPANY.	Miles length in New Jersey.	Capital Stock.	Funded Debt.	Unfunded Debt.	Gross Earnings.	Tax.
Hibernia Underground R. R. Co.....	1.037	\$100,000 00	.....	.....	\$4,906 38	\$489 28
High Bridge R. R. Co.....	18.680	850,000 00	.....	\$186,297 50	.....	8,412 04
Jersey City and Bergen R. R. Co.....	20.643	375,000 00	\$275,000 00	.....	362,972 36	3,650 72
Atlake Hopatcong R. R. Co.....	5.030	177,300 00	.....	1,441 38	.....	462 60
Lehigh and Hudson River Railway Co.....	46.840	1,000,000 00	1,000,000 00	188,000 00	108,958 86	4,794 54
Lodi Branch R. R. Co.....	1.750	60,000 00	.....	.....	1,666 63	82 17
Long Beach R. R. Co.....	20.730	101,200 00	.....	.....	.....	172 50
Long Dock Co.....	2.793	800,000 00	7,500,000 00	.....	38,798 20	70,631 41
Longwood Valley R. R. Co.....	10.930	300,000 00	.....	140,355 46	.....	1,014 49
Manufacturers R. R. Co.....	1.500	79,600 00	.....	.....	.....	920 24
Martins Creek Railway Co.....	1.140	4,000 00	.....	22,290 51	.....	152 30
Mays Landing and Egg Harbor City R. R. Co.....	7.000	32,500 00	37,500 00	.....	.....	180 63
Midvale R. R. Co.....	.780	10,000 00	.....	.....	.....	28 00
Millstone and New Brunswick R. R. Co.....	6.810	95,750 00	.....	17,654 42	6,408 93	593 63
Monmouth Park R. R. Co.....	1.218	27,000 00	.....	.....	.....	129 90
Morris Canal and Banking Co., (L. V. R. R. lessee.)	106.480	2,200,000 00	1,000,000 00	103,164 50	314,153 09	51,361 05
Morris and Essex R. R. Co., (D. L. & W. R. R. Co. lessee)	.....	.....	.....	.....	.....	.....
Mt. Holly, Lumberton and Medford R. R. Co.....	118.254	15,000,000 00	23,723,000 00	.....	4,380,045 67	238,156 47
Mount Hope Mineral R. R. Co.....	6.190	95,650 00	75,000 00	.....	8,012 71	787 91
National Docks Railway Co.....	4.000	160,000 00	.....	.....	35,936 11	992 85
Newark and Bloomfield R. R. Co.....	1.920	1,200,000 00	.....	6,125 09	52,004 36	4,844 11
Newark and Hudson R. R. Co.....	4.230	103,850 00	.....	144,565 00	.....	2,520 56
Newark and Hudson R. R. Co.....	5.600	250,000 00	250,000 00	.....	64,104 86	2,563 36
New Jersey and New York R. R. Co.....	11.600	2,067,800 00	275,000 00	18,000 00	*83,036 00	1,327 39
New Jersey Southern Railway Co.....	88.438	2,580,600 00	1,790,600 00	40,271 42	438,573 59	8,967 47
New York and Atlantic Highlands R. R. Co.....	2.800	20,000 00	20,000 00	7,261 11	1,632 30	223 65
New York and Fort Lee R. R. Co.....	.240	.....	.....	.....	.....	231 00
New York and Greenwood Lake Railway Co.....	43.510	100,000 00	2,700,000 00	.....	189,474 25	6,163 99
New York, Lake Erie & Western R. R. Co., (lessee)	.....	.....	.....	.....	.....	8,430 40

*Apportioned as to mileage in New Jersey.

LENGTH OF MAIN LINE, CAPITAL STOCK, DEBT, GROSS EARNINGS AND TAX—Continued.

NAME OF COMPANY.	Miles length in New Jersey.	Capital Stock.	Funded Debt.	Unfunded Debt.	Gross Earnings.	Tax.
New York and Long Branch R. R. Co.....	87.210	\$2,000,000 00	\$1,500,000 00	\$29,214 84	\$574,307 07	\$18,644 02
New York, Susquehanna and Western R. R. Co.....	117.810	*16,864,417 00	*5,501,020 00	*6,601,132 00	*877,234 00	25,535 94
Northern Railroad Company, of New Jersey.....	20.000	1,000,000 00	952,000 00	65,419 82	249,431 38	3,745 82
Ogden Mine R. R. Co.....	9.970	450,000 00	.....	.....	.....	1,866 70
Passaic and Delaware R. R. Co.....	18.980	111,050 00	.....	8,602 36	.....	1,604 88
Passaic and New York R. R. Co.....	3.000	70,000 00	70,000 00	.....	.....	294 50
Paterson and Hudson River R. R. Co.....	12.575	630,000 00	.....	.....	174,679 32	7,356 92
Paterson, Newark and New York R. R. Co.....	10.830	250,000 00	500,000 00	.....	119,555 85	3,152 19
Paterson and Ramapo R. R. Co.....	15.059	298,000 00	.....	.....	209,184 57	6,811 98
Pemberton and Hightstown R. R. Co.....	24.602	342,150 00	100,000 00	36,541 85	25,127 82	2,117 54
Pennsylvania R. R. Co., (lessee).....	19.000	.....	.....	.....	.....	27,099 62
Pennsylvania, Slatton & New England R. R. Co.....	6.400	57,200 00	100,000 00	57,381 57	61,784 07	177 50
Perth Amboy and Woodbridge R. R. Co.....	54.499	1,200,000 00	1,200,000 00	123,263 04	244,511 60	1,187 89
Philadelphia and Atlantic City R. R. Co.....	47.230	765,000 00	750,000 00	75,000 00	69,143 67	5,858 93
Philadelphia and Long Branch R. R. Co.....	11.723	102,900 00	76,000 00	.....	20,430 15	3,949 04
Philadelphia, Marlton and Medford R. R. Co.....	.....	.....	.....	.....	.....	928 90
Philadelphia and Reading R. R. Co., (lessee).....	6.540	45,600 00	.....	.....	.....	32,609 00
Rocky Hill Railroad and Transportation Co.....	17.302	180,550 00	100,000 00	.....	3,875 53	424 78
Salem R. R. Co.....	15.860	438,300 00	.....	3,568 87	26,845 59	1,245 20
South Branch R. R. Co.....	30.870	1,638,600 00	236,500 00	31,275 03	74,204 53	1,996 14
Sussex R. R. Co.....	10.551	93,350 00	200,000 00	.....	55,576 43	4,450 48
Swedesboro R. R. Co.....	7.578	240,000 00	.....	1,134 60	.....	1,079 30
Toms River R. R. Co.....	14.707	.....	.....	.....	.....	257 37
Toms River and Waretown R. R. Co.....	30.750	543,057 00	99,862 00	.....	10,541 61	503 65
Tuckerton R. R. Co.....	209.837	21,240,400 00	20,100,000 00	789,642 75	38,847 99	1,191 27
United New Jersey Railroad and Canal Co.....	2.793	25,000 00	15,000 00	.....	9,626,397 48	262,018 68
Vincetown Branch R. R. Co.....	46.816	600,000 00	.....	11,147 43	2,308 70	217 11
Vinceland R. R. Co.....	18.370	1,800,000 00	1,350,000 00	82,874 38	.....	2,494 42
Warren R. R. Co.....	4.163	100,000 00	.....	.....	.....	15,888 49
Watchung R. R. Co.....	.....	.....	.....	.....	.....	540 88

*Proportioned as to mileage in New Jersey.

LENGTH OF MAIN LINE, CAPITAL STOCK, DEBT, GROSS EARNINGS AND TAX—Continued.

NAME OF COMPANY.	Miles length in New Jersey.	Capital Stock.	Funded Debt.	Unfunded Debt.	Gross Earnings.	Tax.
Weehawken Branch R. R. Co.....	2.825	\$40,000 00	.....	.....	.....	\$2,522 50
West End R. R. Co.....	1.550	1,485,650 00	\$2,851,000 00	.....	.....	489 85
West Jersey R. R. Co.....	118.844	704,600 00	489,000 00	\$4,400 00	\$987,601 37	17,890 96
West Jersey and Atlantic R. R. Co.....	41.592	4,723,100 00	4,417,000 00	4,628,943 14	185,038 93	4,890 67
West Shore and Ontario Terminal Co.....	.870	*434,323 00	*2,171,615 00	.....	.....	38,881 72
West Shore R. R. Co.....	18.487	130,000 00	130,000 00	23,043 60	.....	15,882 60
Williamstown and Delaware River R. R. Co.....	15.848	100,000 00	90,000 00	.....	32,236 00	799 68
Woodstown and Swedesboro R. R. Co.....	11.177	.....	.....	.....	31,129 38	812 18

Railroads, 1982.459 miles ; Canals, 176.417 miles.

*Apportioned as to mileage in New Jersey.

REMARKS.

Operations not reported.	Operations included in report of Central R. R. Co., of N. J.
Operations included in report of Morris and Essex R. R. Co.	Road not operated.
Operations included in report of Central R. R. Co. of N. J.	Operations included in report of Morris and Essex R. R. Co.
Construction of road stopped by injunction.	Operations included in report of Central R. R. Co., of N. J.
Operations included in report of Central R. R. Co. of N. J.	Operations included in report of Morris and Essex R. R. Co.
Operations included in report of Del. and Bound Brook R. R. Co.	Road not completed January 1, 1886.
Operations included in report of Belvidere Delaware R. R. Co.	Road not completed January 1, 1886.
Operations included in report of Williamstown & Del. River R. R. Co.	Operations included in report of Central R. R. Co., of N. J.
Operations included in report of New Jersey and New York R. R. Co.	Operations included in report of New Jersey Southern Ry. Co.
Operations included in report of Central R. R. Co., of N. J.	Operations included in report of Morris and Essex R. R. Co.
Operations included in report of Central R. R. Co., of N. J.	Operations included in report of New Jersey Southern Ry. Co.
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